

Columbia River Gillnetter

Columbia River Fishermen's Protective Union

Winter 2012/Vol. 43, No. 1



See Page 7



Sally the Salmon Says...

How things have changed on the Columbia River, since the days of Gillnetters, John Bozanich, Ben Bay and Ross Lindstrom

"I have been here to see it all."

Late Special Bulletin 4/26/12

Chris Thompson,
Mild Cure Specialist dies.
Full story to follow in next issue.

**EDITOR**

Jon Westerholm
93798 Jackson Rd, Astoria, OR 97103
503/458-6518

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P.O. Box 627, Astoria, Oregon 97103

Jon Westerholm, Editor - Phone (503) 325-2702

Eileen Cheuvront, Computer Typist - Phone (503) 458-6143 • E-mail eileenche@centurytel.net

Anchor Graphics, Layout and Production

Diana Johnson, Artist

Jim Allen, Photographer

FORWARD

This paper is being published for the purpose of keeping the public and fishermen informed of the **facts** and happenings in regard to the Columbia River Fishing Industry and people connected with it. Historical articles and pictures will also be emphasized. The advertisements which appear within make it financially possible to publish this paper and we hope you will in return patronize and thank the business people who contribute to this cause. Anyone who wishes to contribute articles, pictures, stories, or ads, please contact the editor at:
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The following individuals have made a contribution to the Columbia River Gillnetter Publication, which will be used to help continue the publication and mailing of the free informational newspaper. We thank them for their support

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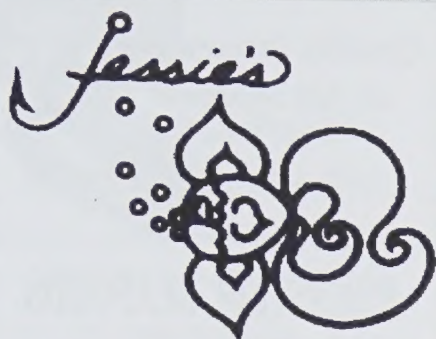
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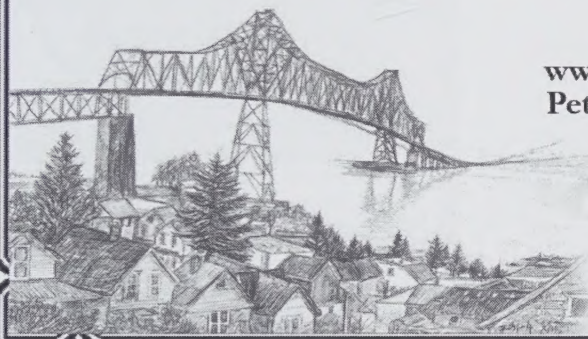
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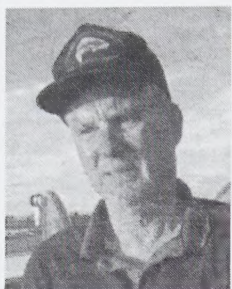
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From The Editor

It is with a good deal of enthusiasm that we in the Columbia River fisheries look forward to the Washington-Oregon compact biologists' predictions for spring and summer 2012 salmon runs. The spring Chinook forecast for the mouth of the river this year, of 314,200 adults, would be the fourth largest return on record dating back to 1938. With equity in allocation of the salmon resources, this will allow for generous fishing times for both sport and commercial harvesters on the lower river, leaving good numbers of fish for the tribal fishery above Bonneville Dam.

The 2001 and 2002 spring Chinook runs were the first and second, respectively on record. The 2010 return, that totaled 315,345 fish, was the third strongest run on record. In addition, the Willamette River spring Chinook portion spawners of this total are expected to number 83,400 this year.

The high and cold water conditions in the river have created a delay in the winter-spring salmon movement, but every indication points to a heavy upriver activity in the near future. The low Bonneville Dam fish ladder counts will continue to go up towards the end of April and early May. Fish sightings with the large numbers of sea lions off the mouth of the river are good indicators.

In the negative category, the river commercial fishing gillnet fleet is again under attack by certain sport fishing only individuals from the Portland Harbor area. Three initiative petitions have been drawn up, each with different wording, but with the same final meaning.

The CCA, Coastal Conservation Association, which has been working to eliminate commercial fishing in various areas around the country, is the Chief Petitioner. This group, with assistance from the certain Metropolitan area anti gillnet individuals, prefers not to work with other user groups in cooperation with the Columbia River compact in managing the fishery. They refuse to recognize that our natural resources, including fish in the rivers, belong to all members of our population in this country and not just one group.

Now we must also continue to be diligent in keeping aware of the health of our great

river, and be good stewards in taking care of it. There are those that would prefer to develop on it and use it even more for the movement of industry than it is now. It is true that the Columbia provides a tremendous means of transportation for us in many ways but let's not overdo it and take too much of it away from Mother Nature. LNG Ports and now the possibility of coal shipments, on and along it, are not necessities for us. Let's not take chances with the environment of the river for something that could only be short lived. Our river and its salmon resources, that have been so much a part of our historic growth in the Northwest, are more valuable and deserve protection. We must slow down the Corps of Engineers and their insatiable urge for over dredging and dumping on such critical areas as the crab beds at the mouth of the river. It is not a matter of what might happen in the future with some of these situations, but rather when.

Speaking of history, our Columbia River report was published initially in 1969 by Don Riswick in a newspaper type form, for the purpose of keeping fishermen and the public informed of happenings and activities in regard to the fishing industry and people connected with it. In 1989 it was changed to the present magazine format by two young college graduates, Mike Demase and Tom Wynn. It has been in this status now for 23 years. Don retired in 2003 and your present editor, Jon Westerholm, has been doing it now for 9 years. Anchor Graphics has been doing the printing and publication since 2001.

I would like to take this opportunity to thank all of our readers and advertisers of the Columbia River Gillnetter. This plus all of the donations made, make the magazine financially possible for two issues a year. We publish 3,000 copies, 1,300 in the mailing list and the remainder to the advertisers for bulk distribution on the counters. We also supply bulk copies to the local museums and libraries.

The Gillnet recycling program is continuing well and our gillnet fleet operators, up and down the river, can congratulate themselves for doing a good job of turning in their old nylon web and lead-line and not allowing it to dirty up the river and local environment. The recycle trailer is still located at the head of Pier 3, Astoria Port Dock, across from Englund Marine.

Good Fishing!

Editor - Jon Westerholm

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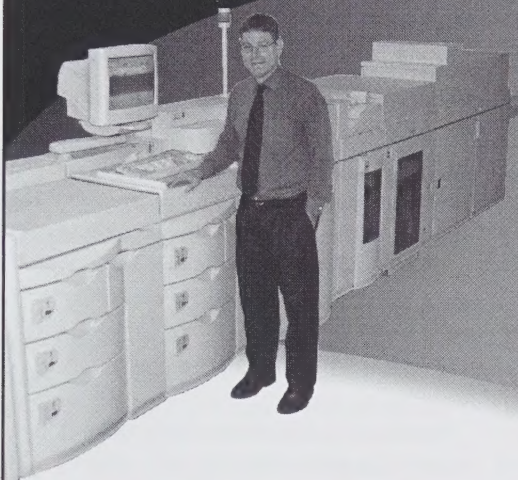
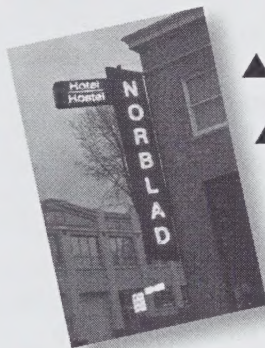
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Executive Secretary Report



Photo from Daily Astorian - Karl Maasdam

SAVE ONE OF OUR OLDEST INDUSTRIES

The Columbia River Fishermen's Protective union has been representing the interests on the Columbia River and the fish in that river since the 1880's. The Columbia River is a better river because of the efforts of the Commercial Fisherman. Pollution in the late 1950's was sometimes so bad that it was hard to retrieve their gear back. Each week the fisherman would report to the agencies in charge of curtailing pollution in the rivers and Governors of both Washington and Oregon were directly involved with the fishermen. We also worked with the Army Engineers on dredging and they would say it was less expensive to dredge in the areas which we had cleared from debris.

We spent many hours attending meetings making sure that the dams being considered on the Columbia had good fish passage and river flow so that the adults could make it back to their spawning areas and bring the little smolts back down to the ocean for future runs.

The CCA Oregon Coastal Conservation Association is stepping forward to

supposedly save the Salmon by doing away with commercial fishing on the Columbia. They are attacking the wrong user group! Commercial fishermen on the Columbia is a group that harvest the smallest number of fish.

I have been a commercial fisherman for 60 years and it seems like every few years a new group of so called sports step up to save the fish by doing away with our industry. In 1964 was the first push. It went to the vote of the people and it was defeated by a 5 to 2 margin. Then in the middle 70's Steelhead was made a game fish and the Fish and Game merged with the idea that it would be better way to save money and manage the resource. It did not turn out that way.

Commercial Fishermen have made many changes to help the fish runs. Types of gear are used to target specific fish in different runs of fish, areas of fishing have been changed to manage escapement better, and in the last few years recovery boxes are used very successfully to release Salmon to return to their spawning grounds.

Sports Fishermen have not made any changes and still use a triple hook and play the fish until they bleed at the gills and have to take the hooks out with pliers. This they hide behind as "catch and release".

CCA Oregon, You had better stop and think what the end result of getting rid of the commercial fisherman on the Columbia. The Treaty people from Zone 6 are waiting to move into the Lower Columbia and we would be here to help them with our boats and gear.

Hatchery production would be cut back. Mitchell Act Funds were dedicated to replace damage to the fishing industry done by the dams.

90% of the citizens of Oregon that don't sports fish wait each spring to buy the prime spring salmon from the Columbia River along with the Finest Restaurants and Functions of the

Government and other organizations. They want Columbia River Salmon not fish raised in a fish farm.

How could anyone justify doing away with a One Hundred and Fifty Year Old Industry which is such a vital part of the heritage and economy of the State of Oregon?

Jack Marincovich Executive Secretary
Columbia River
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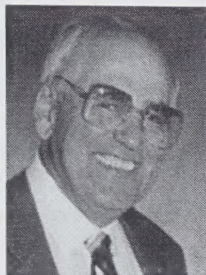
Editor's note:

We dedicate this issue of the Gillnetter magazine to the recent loss of three special Gillnetters and outstanding individuals in the fishing industry, both on the Columbia River and in Alaska. They will be sorely missed and we "tip" our cap to their many contributions in the past and extend condolences to their families.

John Sam Bozanich Benjamin Russell Bay Ross Fredrick Lindstrom

**John Sam Bozanich
Gillnet Fisherman, 92**

John Sam Bozanich died peacefully at his home in Thousand Palms, CA from kidney cancer February 7, 2012. He was born April 5, 1919 to Katie & Nick Bozanich in Brookfield, WA. The entire family including his brother Nick, then lived and fished in Pillar Rock, WA and later all of them moved and settled in Astoria, OR.



John had a long and successful 68 year career in the commercial fishing industry working both on the Columbia River and in the Alaskan waters as a gillnet fisherman and as a Superintendent of a cannery and freezer plant. He began gillnet fishing as a young man with the Columbia River Packers Association at the George and Barker receiving station in the late 1930's. He was drafted into the US Army during WWII in 1941 as a Medical Corpsman and served in the Philippines and New Guinea. He returned to Astoria in 1945 and continued fishing for the same company for the next 30+ years, much of that time on his boat, the Harmony. He and his brother Nick fished Alaskan waters at Naknek, into the 1950's. John continued Alaskan fishing into the 1970's.

In the off-fishing winter season, from the 1950's to the 1970's, he worked as a machinist and mechanic for Astoria Marine Construction Company at Tongue Point and the Ship Yard. Wards Cove Packing Company in Seattle, WA hired John for a management position at Igeik, AK. In 1978 he was promoted to Superintendent of the Ekuk Cannery & Freezer Plant where he worked until he retired in 2000.

He loved the fishing industry and the people in it. Fishermen described John as; a gentleman; a good man; a great guy; honest and with a big smile. Others have called him a "champion of the fishermen". Some have said he was so well thought of because he helped so many fishermen and that they could count on John for he was just a phone call away, when they needed help in the Alaskan waters.

In retirement, he enjoyed boating in the Puget Sound in Canada, with his wife June and the Everett Yacht Club as well as golfing with his friends in Thousand Palms, CA.

A Celebration of Life mass and rosary will

be held March 1, 2012 at 1 p.m. at Sacred Heart Catholic Church, 45-775 Deep Canyon Rd., Palm Desert, CA. A gathering of friends and family will follow at the family home. In lieu of flowers, donate to the Columbia River Gillnetter, PO Box 627, Astoria, OR, 97103. To view and sign the guest book, go to mydesert.com/obituaries.

His wife Winnie, of 42 years; his parents, Nick "Cap" and Katie Bozanich; his older brother Nick Frank Bozanich; and his older sister Winnie Fadich all preceded him in death.

He is survived by his wife, June Ellison Bozanich of Thousand Palms; his daughter Barbara Bozanich Ferguson of Surprise, AZ; his grandson, Douglas Fritz Ferguson of Clinton, WA; Dick & Debbie Bozanich of Port Ludlow, WA; Carol & Murlan Winjum of Brinnon, WA; Kathy Bozanich LaPlante of Beaverton, OR; Bobbie & Steve Varner of Portland, OR; Burton & Berta Fadich of Seattle, WA; Ray Fadich of Kapauu, HI; Joan Fadich of Nashville, TN; Kim Ellison McDonald of Kenmore, WA; Cindy & Virgil Ruiz of Seaside, OR; Kurt, Craig, and Jaylene Ellison of Puyallup, WA.

John was God's gift to his family, friends, and co-workers. His spirit lives on in our hearts forever.

Several friends of Johnny's in the Astoria fishing industry had nothing but good words about him: "A real gentleman"; "Easy to get along with"; "Never forgot his Gillnetting Roots"; "Always ready to help".

Bob Gohl, Don Fastabend, Joe Jr. Tarabochia, Willard Ivanoff, Clarence Demase, Bill Gunderson

**Ross Fredrick Lindstrom
Gillnet Fisherman, snag diver, 73**

Ross Fredrick Lindstrom, 73, of Astoria, died Wednesday, Nov. 23, 2011, in Astoria, of cancer.

He was born June 23, 1938, in Astoria, to Helmer and Ethlyn Lindstrom, on his parents' ninth anniversary.

Raised in Astoria, he attended John Jacob Astor Elementary School, and graduated from Astoria High School in 1956. In 1960, he took a half year of classes at a night school for furthering adult education, which became Clatsop Community College.

On Dec. 10, 1966, he married Eda Lindstrom in a Baha'i ceremony at her parents' home in

Perrysburg, Ohio. She survives, residing in Astoria.

Mr. Lindstrom lived in the Astoria and Clatsop County area all of his life. He fished with his father during his teen years, and got his own gillnet boat soon after graduation from high school. At the time, gillnet seasons totaled 185 days a year. He fished the Woody Island Drift with his father, brother and uncle, eventually becoming a member of the drift, and fishing the area with a diver net. He also fished many seasons in Alaska's Bristol Bay.

In the early 1960s, he became a snag diver and worked for fishing drifts to keep their area free from net damaging debris. The hard-hat suit he wore one time is on display at the Columbia River Maritime Museum. He then wore scuba gear for diving, and was one of the divers employed during the construction of the Astoria Bridge. A pier pour failed, and the divers worked on underwater demolition so a new pier could be poured.

In the 1970s, he served for several years as the executive secretary for the Columbia River Fisherman's Protective Union, traveling to the Oregon and Washington legislatures, public meetings and forums, trying to keep the gillnet fishery from being closed.

He attended the Geyserville (Calif.) Baha'i summer school with his mother for a few of his preteen years, and became a Baha'i in 1957. He and his wife traveled to conferences and were appointed to the area committee for Baha'i youths. In 1967, the couple moved to a home in the Youngs River area to help form the first Baha'i Spiritual Assembly of Clatsop County. In 1969, they took a Baha'i pilgrimage to Israel, stopping in London and Frankfurt, Germany, to visit Baha'i places of importance.

Family members said Mr. Lindstrom was an avid baseball fan, and attended many Mariners games with family members. He loved watching sports on TV, and had a knack for picking the losing team on almost every major professional ball playoff event, except this year, when he picked the winning World Series team.

In addition to his wife, he is survived by a son, Douglas Lindstrom of Astoria; a daughter, Jennifer Lindstrom of Astoria; two grandsons, Ian Lindstrom of Redmond, Wash., and Nathaniel Lindstrom of Montana; two great-grandchildren; and two sister-in-law, Katherine Brow of Knappa and Roberta Burns of Hillsboro.

He was preceded in death by a son, Ross Lindstrom, in 1988; and a brother, Robert

cont. on pg. 8





Lindstrom, in 1987.

A private family service was held. A public celebration of life will be announced at a later date.

In lieu of flowers, memorial contributions may be made to Lower Columbia Hospice, 486 12th St., Astoria, OR 97103, or a charity of one's choice. To assist the family, the Ross Lindstrom Memorial Fund has been set up at the Astoria Branch of U.S. Bank.

Caldwell's Luce Layton Mortuary in Astoria is in charge of the arrangements. An online guest book can be signed at caldwellsmortuary.com

Benjamin Russell Bay Commercial Fisherman, 90

Benjamin was born September 12, 1921 in Astoria, Oregon to Frank and Mary (Niemi) Bay. He graduated from Astoria High School in 1940. Ben became a commercial fisherman for Bumble Bee Seafood in Astoria for several years. He married Georgene Anita Taylor on March 7, 1943 in Tillamook, OR. He then fished for Peterson Packers in Alaska as well being a log rafting contractor for Clear Creek Logging of California. In 1963 he bought Newman's Fish Market in Eugene. His demand for quality products required him to get up at 4 am to pick up the fresher fish on the coast. Ben loved his customers and was known to treat them to his special recipes he was cooking in the back room. Due to his passion for cooking, he was known to coax recipes from chefs at the finest restaurants, many times walking straight into the kitchen. Ben sold the market in 1997 but he continued fishing in Bristol Bay, Alaska until his retirement in 2006, at age 85, fishing a total of 65 years. Ben and Georgene moved



to Hillsboro after selling the fish market, and then later he lived in Forest Grove and California a number of years before becoming ill and moving to Prineville in April of 2011.

Ben was a die-hard Oregon State football fan and loved cooking, entertaining, socializing, digger razor clams, hunting deer and elk and spending time with family. He was loved by many and towards the end, he still had a way of entertaining many a caregiver with his wit and colorful (sometimes too colorful) stories. He was bigger than life, in size and heart, and his many stories will live on in our memories.

Ben is survived by his three daughters: Judy (David) Granstrom of Mount Vernon, WA; Sally (Gary) Goodman of Powell Butte, OR; Catherin (Todd) Vaughan of Ross, CA; three brothers: Jack Bay of Beaverton, OR; Charlie Bay of Hillsboro, OR; Bob Bay of St. Helens, OR; eight grandchildren and thirteen great grandchildren.

He was preceded in death by his wife Georgene Bay in 2002, his parents, brother Franklin Bay and sister Frances Higginbottom.

Contributions can be made to Columbia River Maritime Museum, 1792 Marine Dr., Astoria, OR 97103

Whispering Pines Funeral Home is assisting the family with arrangements. 1; 85 N.E. 4th Street, Prineville, OR 97754 - 541-416-8633

Ben's Dad, Frank Bay, was well known as a superb duck hunter on the Columbia River and took up wooden duck decoy carving in the 1920s. He and friend Hjalmer Wilson built the first duck shack float at Russian Island out from Svensen Island, on the lower river.

His decoys from the past are still in great demand by collectors. Obviously Young Ben spent some time with a shotgun in his hands and rowing a duck boat.

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BOOKS OF RECENT IMPORTANCE AND LOCAL INTEREST

(All reviews by Editor Jon Westerholm)

Flight of the Bumble Bee –

by Irene Martin and Roger Tetlow

Published in 2011 by the Chinook Observer,
Chinook, Washington

This book is a must for residents of the Lower Columbia River Area and especially those that are directly and historically connected to the commercial fishing industry and its importance to development on both sides of the river.

The merging of a large number of the salmon canneries and packers into the C.R.P.A., Columbia River Packers Association, in 1899 was the corporate movement that led to the establishment much later of the Bumble Bee Brand Seafood that we know so well today. The term 'Combine' has a special significance and meaning in the development. The early C.R.P.A. gillnet boats had a white or yellow

strip around the outside of the top plank identifying them.

From the original Chinook salmon commercial fishing and processing with older antiquated methods of the late nineteenth and early twentieth century on the Columbia River to more modern times – it is all here. The history of the movement to Alaska for sockeye salmon and out into the Pacific Ocean to harvest albacore tuna is covered with the finest collection of photos available.

The development of cold storage facilities and boat building shipyards were synonymous with the industry. From the C.R.P.A. – Bumble Bee Cold Storage, Pier 39 today, at uptown on the river, the C.R.P.A.-Bumble Bee Shipyard gone today just above the old bridge on Youngs Bay.

Astoria soon became the center and headquarters of this large seafood company.

When Logging was Logging –

by Karen Bertroch, Donna Gatens-Klint,
Jim LeMonds, Bryan Penttila

Published by Appelo Archives Center Project
– 2011- Naselle, Washington

An excellent collection of historic photos, stories and memories of the great logging history in the Willapa Hills of Southwest Washington during the twentieth century.

From the old growth Douglas fir giants, harvested by hand in the late 1800s and early 1900s, to the modern day machine logging practices used to harvest second and third growth timber of today, it is all there. From the old methods of high lead, spar tree, steam donkey, railroad and cat and arch we have come a long way with new innovations in the woods.

Many of the men, women and families that lived this life in the woods in former years or who are living it now are quoted and shown. From log truck drivers, skidder operators, cat skidders, timber fallers, choker setters, gyppo loggers and log rafters to the new computer operators of the machines that automatically cut, limb and buck to length.

Families, schools, church, etc. are included as well. A must have book.

Last of the Rivermen –

by Ray Fadich

Published in 1993 by Riba Publishing,
Entiat, WA

This is the story of the Columbia River Gillnetter in 1949 through the life and actions of Nick "Cap" Bozanich of Pillar Rock through the eyes and narration of author Ray Fadich.

The veteran fisherman, Cap, had come to this country from the island of VIS in the Adriatic Sea off the coast of Yugoslavia in 1898. He had started his gillnetting career in 1901 for the infamous Joe Megler and his cannery at Brookfield, Washington.

The life of Cap and his wife Katy, living in the semi-primitive cannery fishing village of Pillar Rock, Washington along the North Shore coast of the Mighty Columbia River in pursuit of Chinook salmon is a captivating narrative of an occupation and culture that is rapidly changing, and in many parts disappearing completely. The many dangers of operating a small boat on this great river of the west with ever-changing weather, wind and tidal conditions is well brought out in this book.

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Effort to Boost Salmon Numbers Weakens Wild Fish

Recent report from southern boundary of Pacific Spawning Chinook Salmon Mokelumne River, California Study finds 90 percent of salmon in a Northern California river were raised in hatcheries.

Chinook salmon swimming up the Mokelumne River are lured into a trap, killed and gutted of their eggs and sperm, which are blended in jars. State workers rear the hatchlings that emerge from the eggs, and then truck the young fish to a stretch of the San Joaquin River near the Antioch Bridge, where they are poured into the water.

The efforts have succeeded in replenishing depleted salmon populations, but the hatchery-raised fish may actually be weakening the ranks of wild salmon, according to research published Wednesday. Wild salmon have almost entirely disappeared from the river, replaced by their reared-and-released cousins, the scientists discovered.

The hatchery practice is long-running and widespread - The California Department of Fish and Game operates 21 salmon and trout hatcheries, the first of which opened 102 years ago.

Mokelumne River Hatchery, in the Central Valley town of Clements, last year reared and released steelhead trout and more than 5 million salmon, using funds from the sale of commercial fishing licenses and from the East Bay Municipal Utility District to offset the impacts on the species of a dam that it operates.

Researchers analyzed the ear bones of fish to determine whether they were raised in the wild or in a hatchery.

"The ear bone grows with concentric rings, sort of like a pearl in an oyster," explained Peter Weber, a geochemist at the Lawrence Livermore National Laboratory and co-author of the study. "Those rings can be used to figure out the chronology of the life of the fish."

The scientists discovered that just 4 percent of the fall-run salmon swimming through the Mokelumne River watershed in 2004 had been reared in the wild. Within the actual river, not including its tributaries, 10 percent were found to be wild. The rest began their lives in a hatchery.

"It just goes to show that it's actually not a sustainable population," said Rachel Johnson, a fishery biologist affiliated with the Institute of Marine Sciences at UC Santa Cruz and with the U.S. Bureau of Reclamation. "The babies that are born in the rivers aren't surviving enough to come back and replace their parents."

Johnson, the principal author of the report, said wild-born salmon enjoy greater success as parents in the wild, either because

they are better at breeding or because their young are physically and genetically stronger. A salmon population dominated by hatchery-reared specimens could be weakened, she said.

The scientists made the discovery by taking advantage of slight chemical differences in sulfur contained in food eaten by wild and hatchery-raised fish. Fish born in a river eat freshwater food when they are young, while hatcheries generally use feed that comes from the ocean, Weber said. Those differences show up in the ear bones.

The Bay Area and Central Valley mark the southernmost range for Chinook salmon, which hatch in rivers as far north as Alaska before taking to the Pacific Ocean to feed and grow over several years. Under natural conditions, they use scent to help them navigate back to their natal stream to spawn and die, although research indicates that hatchery-raised salmon struggle to locate the rivers into which their parents swarmed.

The local populations of Chinook salmon were decimated in recent decades, leading to the closure of the state's salmon seasons in 2008 and 2009. Fish numbers have recovered since that time, although they are still far below their natural levels.

Christina Swanson, director of the Natural Resources Defense Council's science center in San Francisco, said the main reason that the species struggles to survive is the succession of dams that have been built throughout the state's rivers to trap drinking water and generate hydroelectricity. The dams prevent salmon from reaching their natural spawning grounds.

"For the most part, the declining stocks are a combination of steadily declining freshwater conditions and of course having been blocked from a lot of their habitat," Swanson said, adding that poor ocean conditions also take a toll.

"Salmon are one of these wonderful species that are entirely dependent upon multiple ecosystems and habitats in order to complete their life cycle," Swanson said.

The salmon shortage makes life difficult for fishermen, and it also makes it hard for upstream plants and animals to find food.

"Predators and carrion feeders would eat them. The dead bodies would fertilize the shores of the river and be absorbed by the plants and the forests," Swanson said.

By: John Upton, The Bay Citizen News

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The Lund Family Story

Rebecca Tangen and Hans Beyer Lund met in Astoria, Oregon and were married there in 1894. They were married for thirty-five years. During their marriage they had 14 children.

*Edwin was born in Astoria, Oregon in 1895.
 Florence was born in Astoria, Oregon in 1897.
 Raymond was born in Anaconda, Montana in 1898.
 Willads (Bill) was born in Anaconda, Montana in 1900.
 Gladys was born in Anaconda, Montana in 1902.
 Alice was born in Astoria, Oregon in 1903.
 Blanche was born in Astoria, Oregon in 1904.
 Clifford was born in Astoria, Oregon in 1907.
 Twins, Lewis and Clark, were born in Astoria, Oregon in 1909.
 Marvin (Pat) was born in Chinook, Washington in 1911.
 Ernest was born in Glenwood, Washington in 1915.
 Dorothy was born in Glenwood, Washington in 1917.
 Charles was born and died at birth in Astoria, Oregon in 1921.*



The Lund family in 1925. Standing - Clifford, Willads (Bill), Blanche, Raymond, Gladys, Edwin, and Florence. Seated - Lewis, Hans B. Lund, Dorothy, Rebecca Lund, Ernest, Marvin (Pat), Alice, and Clark. Lund Family Collection Photo

For the first three years of their marriage Hans and Rebecca lived in Astoria where Hans was a carpenter and built houses. Then Hans moved the family to Anaconda, Montana in 1897 where he worked in the copper mines. The air pollution in the mining area was having an adverse effect on the health of baby Willads (Bill). They remained in Anaconda for three months after Gladys was born in 1902, then returned to Astoria. In Astoria, Hans built homes and worked on the South Jetty at the Columbia

River. In 1909 the family moved to Glenwood near Battle Ground, Washington. They lived in Glenwood for about a year, then Hans' work took him to Fort Columbia for two years. The family moved to Chinook and lived there, about a mile from Fort Columbia. While Hans worked at Fort Columbia he also built two houses in Chinook. After the work was completed at Fort Columbia the family moved back to Glenwood. They remained in Glenwood for about six years, Ernest and Dorothy were born

there. The Dagsland family were neighbors in the country side near Glenwood. Rebecca and Mrs. Dagsland were great friends. When Rebecca was birthing Dorothy, Mrs. Dagsland assisted at Dorothy's birth. Then, when Mrs. Dagsland was birthing her son John, Rebecca assisted with John's birth. There were no doctors to assist with births in those days. Years later, babies Dorothy and John would meet again as Sandy High School students where they spent four years in classes and were in the same graduating class. Another member in that same 1935 Sandy High School graduating class as Dorothy and John, was a girl named Ruth Child who later had Warrenton family connections here in the Astoria area. Eventually, both the Dagsland and the Lund families moved from the Glenwood, Washington area. The Lund's Glenwood home was sold in 1919 and the family moved to Fort Canby. The family lived at Fort Canby for two years while Hans worked on the North Jetty of the Columbia River. There was no school in Fort Canby for the older children to attend during the two year stay. After the North Jetty work was completed Hans was transferred to Oregon City, Oregon to work on the construction of the dam and locks. The family made plans to live in Boring, Oregon while Hans would be working in Oregon City. Rebecca was pregnant. During the move to Boring, Hans and the older children went on ahead to set up the household. Rebecca and young Dorothy went to Astoria, Oregon for the birth of her child. Charles was born there, but it was a traumatic birth and he died. They stayed at Edwin's home for a time and then traveled on to Boring. Rebecca and Hans decided that Boring, Oregon would be a good place to settle the family so that all of the younger children could continue with their educations and stay in the same schools until they finished high school. Rebecca liked living in Boring and would stay there with the children while her husband's work took him away to other locations. During the summers Rebecca would take the boys out to work picking strawberries and then raspberries. They would stay the whole season living in a tent, eating whatever Ma (Rebecca) cooked for them, no doubt a lot of pork and beans. Ernest was always the champion berry picker. After the berry season was over, they went to the hop fields to pick hops near Salem, Oregon. Dorothy was sent to Astoria every summer to live with her older sisters as she was too young and little to work in the fields. In the fall, Marvin (Pat) went to work in Montana in the wheat harvest. After the harvest was done in Montana he continued on to Dakotas to work

cont. on pg. 12

The Lund Family Story (cont.)

in the wheat and grain harvests there. Marvin (Pat) thought the meals that were prepared for the men who did the harvest work were the best he had ever eaten and he raved about the bread. The harvesters worked long hours, from sun up to sun down. They worked hard and had to have a lot to eat. Lewis and Clark also worked in the fall for the farmers in the area, harvesting crops. They would live with the farmers until the harvest was finished. In this way the boys would earn money to buy school clothes and books. There was a family emphasis on Education. When the work in Oregon City was completed, the next job took Hans to Winchester Bay, Oregon. Hans helped Clifford get a job there too, preparing meals for the men in the "cook's shack" on site. Raymond and Willads (Bill) also were employed at the Winchester Bay Project. After the berry and hop seasons were over the family would travel to Winchester Bay to visit Hans for a couple of weeks. Ernest always liked to spend time with his big brother at the "cook's shack" where the food was Ernest liked to eat and sit and visit with the men. Before the Winchester Bay Project was completed, Hans was fatally injured and died while inspecting construction work of the pile driver. The next assignment that Hans would have taken was to work in Nevada on the Boulder Dam. Rebecca and the two children remaining at home, Ernest and Dorothy, were eagerly looking forward to the move to Nevada to be with him, as it was to be a long term work project. Rebecca remained in Boring until Ernest and Dorothy graduated from Sandy High School.

This information regarding the Lund family was provided from memories of Dorothy Rebecca Lund, youngest child of Hans and Rebecca. Dorothy was 90 years old on July 27, 2007 when this information was prepared by her daughter, Marjorie Ellen Miller, Madras, Oregon.

Rebecca Tangen



Rebecca Tangen was born in the countryside south of Oslo, Norway on May 15, 1875. Her twin brother died shortly after birth and her mother

died a few days later. Her father died when she was four years old leaving her orphaned, to be raised by her grandmother. When Rebecca was twelve years old in 1887, she came to the United

States of America with her uncle Christ, his family, her grandmother, two brothers and three sisters. All of the family settled on homesteads in North Dakota and Minnesota in 1887. Uncle Christ moved his family to Gray's River, Washington and Rebecca came with them. She lived there until she was about 16 years old and then she and her cousins Christine and Carrie went to Astoria, Oregon to work. They found work as maids in family's homes. Then Rebecca went to work as a waitress at the boarding house where Hans was living. And, that is where they met.

Hans Beyer Lund

Hans Beyer Lund was born in Rjesby, Denmark on March 19, 1871. His parents owned a large estate where they raised race horses. Hans was the youngest in the family of four. He, his brother George and his sisters Anna and Mathilde were educated by private tutors at home. He finished his education as a Civil Engineer in Germany. Hans came to the United States of America when he was seventeen years old in 1888. He went to Montana and lived with an uncle. Later, he traveled to Astoria,



Oregon to find employment. In Astoria he worked building homes. He met Rebecca at the boarding house where he lived and she was working as a waitress. They

were married in Astoria, Oregon in 1894.

Editors Note:

This is the story of the Lund family, originating so long ago in Astoria, as told by Marjorie Ellen Miller from information provided by her mother Dorothy Lund Miller Riswick. Dorothy married Don Riswick, originator of this magazine, later in life. Don and Dorothy were within one day of being the same age and she became a terrific aid to Don, in keeping the Gillnetter going until 2003 when this editor took over publication.

A finer person than Dorothy Riswick could not be found and my few years of association with her were extremely enjoyable. Dorothy died on April 6, 2011 at age 93. (see full obituary in previous issue of the Gillnetter, Summer 2011.)

Jon Westerholm-Editor



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CLATSOP COUNTY FISHERIES NEWS

With the 2012 spring fishery ramping up in the select areas, the local gillnetters are anxiously awaiting the return of our spring Chinook run as well as nicer weather and better water conditions to work in. As far as the Clatsop Fisheries Staff goes, March has been a busy month for us with the releasing of spring Chinook smolts from our net pens located at Youngs Bay, Blind Slough and Tongue Point/MERTS sites as well as battling a few high water events out at our South Fork Hatchery site.

At the end of February we gave a memorable good bye to Toni Miethe, our Clatsop County Fisheries Staff Assistant of nearly 29 years, as she moved on to retirement! We wish Toni a happy retirement and truly thank her for all the years of commitment and contributions that she has provided which has led to the success of the Clatsop County Fisheries Program.

As of March 1st we would like to welcome the newest member to our team, Andrea Neys, our new Staff Assistant for the Fisheries Program. Prior to her start at Fisheries, Andrea or "Andy" as she prefers, spent two years working as a staff assistant for the Clatsop County Planning Department. Due to a job transfer for her husband 3 ½ years ago, she moved to Svensen after living in Bend for 18 years. Before working for Clatsop County, she worked for several years in the accounting department of a community college in central Oregon. Over the past month, Andy has been diving in to the numerous office files and working diligently to learn the many levels of our program, such as Oregon Department of Fish and Wildlife's fish liberation and coded wire tag reporting systems as well as our complex and sometimes confusing program budget. We are happy to have Andy onboard and look forward to working with her as the program progresses forward. If you're in the area please feel free to drop by and introduce yourself and welcome Andy to the program.

This summer is lining up to be a busy and exciting summer for the crew as we were awarded a grant from Oregon Department of Fish and Wildlife's Restoration and Enhancement Board for the construction of a concrete adult salmon holding pond at our South Fork Klaskanine Hatchery. Currently we are using an earthen pond to

collect our returning adult Select Area Bright fall Chinook salmon (SABs) for collection, holding, and spawning. The current earthen pond area can be quite labor intensive and challenging when you have to collect and sort several hundred thrashing salmon while walking around in three feet of water with a slippery mud bottom pond with no sorting areas! This new concrete adult holding pond area will allow us to hold the new arriving fish, sort out desired SAB broodstock, as well as hold green male and female fish in caged areas until they are ready to spawn. This new addition is a long awaited project and the crew is eager to see it in action this fall.

In 2011, Clatsop County Fisheries released a total of 1,056,669 spring Chinook salmon, 2,033,293 Coho salmon and 1,356,859 SAB fall Chinook salmon. This year seems to be on track with similar release numbers compared to last year. The project has stabilized at this production level with only minor

fluctuations each year due to small program changes in various stocks.

We at Clatsop County Fisheries would like to personally thank all of the fishermen and processors that contribute to the voluntary fisherman assessment program. Your contributions are a vital part of this program and they help us to keep the SAB program going as well as other ongoing maintenance needs. These contributions also play a vital role in our project funding agreement with Bonneville Power Administration (BPA) as matching dollars. With the BPA grant money providing just over half of our project's funds, the assessment dollars are crucial to our overall project funding. Once again, we would like to thank everyone for all the support throughout the years, and good luck fishing!

Steve Meshke
Clatsop County Fisheries



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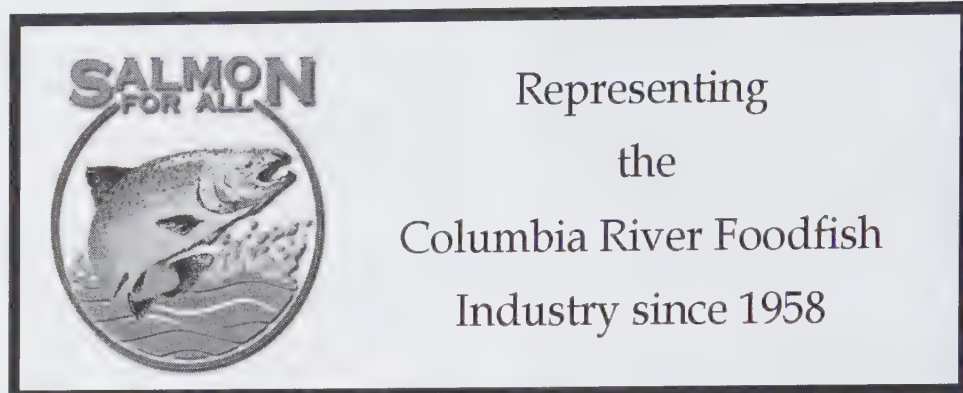
Salmon For All News

Oregon Supreme Court Rules in Favor of CCA Oregon

As of Monday, March 19, the Oregon Supreme Court had certified the modified ballot titles for all three gillnet-ban ballot measures sponsored by the Oregon chapter of the Coastal Conservation Association. After months of litigation, we have used up our legal challenges. But, we have succeeded in preventing the CCA from gathering signatures for several months. The easy opportunities for gathering signatures at the Portland Boat Show in January and the Sportsman's Shows in February are long gone. With slightly over three months left to go before the deadline for turning in signatures to the Secretary of State's office, opinions are divided on whether there is enough time left to gather the required number of valid signatures. Nonetheless, best to be prepared for the worst.

Word has it the CCA will do polling to establish which of the ballot measures to run, based on public reactions to the ballot titles. The CCA has succeeded in getting ballot titles for all three measures stating each bans gillnetting, which is what they wanted. The rulings by the Supreme Court were very narrow opinions based solely upon what the Oregon statute defining what goes into a ballot title, without regard to fishery management or the laws pertaining to same. It's not fair, and it's not right, but that's the way it is.

What happens from now until the filing deadline for signatures likely will depend on how much money the CCA has to gather signatures. Paid signature gathering firms charge more the later in the season it gets. It takes 87,213 valid signa-



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tures of registered voters to qualify a measure for the ballot, which generally requires gathering about 110,000 signatures. As we understand it, the cost per signature was about \$5 apiece back in January and has risen since then. That means that the cost of paying a signature gathering firm will be in excess of half a million dollars.

Once we know which initiative we are facing, our campaign needs to go into high gear. We've had reasonably good participation by fishermen and private individuals in our fund-raising drive. But many of our fishermen have held back rather than chipping in. Others have made partial payment only, rather than giving the full amount to answer Jim Wells' challenge for fishermen to contribute \$1,000 apiece. We have to do better than that. This is a fight for our jobs. It's deadly serious.

The West Coast Seafood Processors Association has stepped up the help defray the costs of litigating over the ballot titles. Also, Rod Moore, WCSPA executive director, assigned Susan Chambers, WCSPA deputy director, responsibility for designing and implementing a social media campaign. Fisherman Cary Johnson has been coordinating with Susan on this enterprise.

On another front, Irene Martin and the Friends of Skamokawa received a grant from the Wahkiakum County Marine Resources Council to create a gillnet exhibit that will be on display at the Riverlife Interpretive center in Skamokawa, as well as at other regional museums and historical societies. The exhibit designer is Keith Hoofnagle, who made a career of such work for the National Park Service. The intent is for it to be suitable for display in small institutions, but attractive enough for larger venues as well. In addition to portraying a legacy fishery and its use of evolving technology, it will portray the family values of traditional fishing families, and the nutritional value of Pacific salmon to human health. Irene reports that the exhibit in progress is quite visually compelling. Among the subjects covered are tribal fisheries, with a number of stunning historical photographs provided by the Columbia River Inter-Tribal Fish Commission.

Poets Corner

*One of our veteran poets,
Dave Densmore's outstanding
creation from the past*

*Well there's a special breed of men,
I'd like to introduce you to.
They seem to have a certain knack
For doing what they need to do.*

*They gillnet on the Columbia,
And like as not Bristol Bay.
But where ever salmon swim,
They're bound to make their way.*

*Now when the run is over,
For work they're never stuck.
They may lace on a pair of corks
Or climb into a big old truck.*

*They may pick up a hammer,
To keep the bills all paid,
Or work the docks or canneries,
It just seems the river's way.*

*Some step back in to a classroom
To educate our young.
They may be among the best
With all the things they've seen and done*

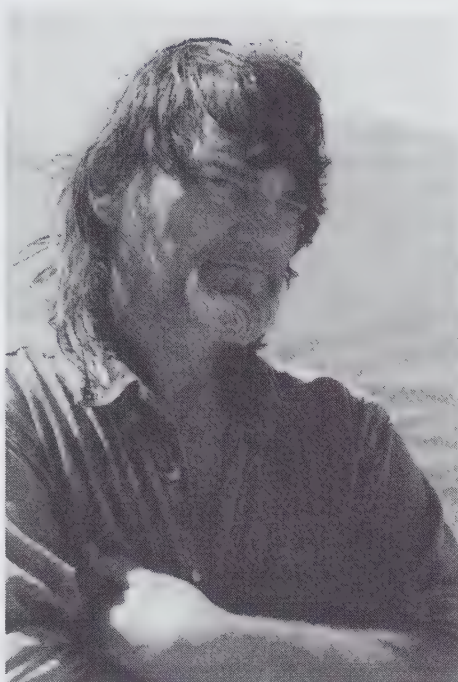
*Back to the mills or offshore boats,
What ever seems to suit.
Until it's time once again
To give the salmon hot pursuit.*

*Short shift from Fishery managers
Has spawned this special breed.
Though most would rather fish,
They do what ever they need.*

*Now I've never heard anyone
Give 'work ethic' its name.
But everyone I know,
Has it just the same.*

*Well I guess they don't need an introduction,
They may be your neighbor or your friend,
Or even better yet ...
You may be one of them!*

Dave Densmore is a local fisherman both on The Columbia River and on the Pacific ocean. He has a knack for writing "Fisher Poetry" and Has participated in the "Astoria Fisher Poetry" Gatherings. His work has appeared in other Publications, including the Alaska Fishermans Journal.



Dave Densmore

*We present this work of long
time poet of the past from
Southwest Washington,
Max Wilson (1975)*

Blind Channel Fisherman

*Dedicated to Gus Seablom (Seabloom), a
Columbia River Fisherman since sailboat days,
and to the many other mariners who have the
siren song of moon-lit waters..*

*On a still night in July
Underneath a moon-lit sky
When your net moves slowly,
crosswise to the tide,
What a joy to drift at ease
From your worries get surcease
On Columbia's estuary smooth and wide.*

*Feeling sure, the way she lays
This will be the drift that pays.
Wishful thinking, but delightful all
the same, Betting this will be the one
That will net half a ton.
"If it don't, a perfect drift won't be to blame."*

*Listening, quiet, where we're laying,
Hear that mandolin a-playing?
Carries far across the airwaves here tonight.
Hear accordions a-sighing
Where those Finlanders are lying?
Hear that yodeler a-singing all his might?*

*See reflections red and green
From the waters in between
As two ships meet in the channel
to the south.
Love the groundswells smooth and long
Feel like bursting into song
As we say due west toward Columbia's
mouth.*

*Hear the Channel marker moan
Each one with a tone its own,
See the flashing lights from here
clear out to sea.
Enjoy turning Canby Light
Alternating red and white
Building ships to port from lands
we'll never see.*

From A Pioneer Scrapbook - Carlton E. Appelo

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Evolution of the Columbia River Gillnetter

Adapted from information in the Pacific Motorboat Magazine

Few Pacific workboat types have gone through as much change as the historic Columbia River gillnetter which began as a sailing skiff, went through the small engine stage, and is now a racy flare-bowed, net reel workboat.

The Columbia River type gillnet boat as it has evolved in more than 140 years of fishing history on that stream is a distinctive type of workboat, peculiarly adapted to the nature of its work and the conditions under which it operates.

Origin of the design is something even the oldest fishermen on the Columbia can't recall and there seems to be a good deal of dispute about the first gillnet boat and the name of its maker.

The Columbia River fishing industry began, back in the 1860s, when William Hume built a cannery at Eagle Cliff on the Washington shore of the Columbia above Puget Island inland from its mouth and started packing salmon there. Gillnet fishing, however, began long before the white man came to the Columbia, as the various tribes of Indians clustered about the estuary used this method of taking the salmon that was their chief food staple.

Some veteran boatbuilders and fishermen think that the Columbia gillnet boat design was borrowed from the dugout canoes used by the Indians, which were in some ways a good deal like the standard gillnet boat of today - shallow of draft, broad of beam and with big carrying capacity.

Others say that gillnet boars first came to the Columbia from the Sacramento River in California. It is certain that gillnetting was practiced on that river before it was begun by white men on the Columbia, and it may be that the first packer brought a few fishing boats along with him from the south.

Still other experts contend that the modern gillnet boat on the Columbia is a modification of fishing craft used on the Norwegian coast since before history began - and undoubtedly the old "dragon Ships" found in burial mounds where the old Vikings buried their dead sea rovers bear a striking resem-

blance to the former double-ended gillnet boars that plied the Columbia today, over a thousand years later.

It seems probable, however, that the Columbia gillnetter is a distinct type of its own. Perhaps the old Vikings and the Clatsop Indians both contributed ideas towards the original design and the boat of today may be a composite of notions in the heads of Indian canoe-makers and Scandinavian fishermen who early flocked to the Columbia and recalled the methods of their ancestors.

The Columbia gillnetter has not been static; however, various factors have contributed to constant change in its design and are still doing so, with changes in hull plans continually being made. The abandonment of sails in favor of gasoline engines and later the demand for greater speed were the two chief factors influencing development of the boat. The demand for speed is a thing of the past several years and in that time the design of the gillnet boat has changed more perhaps than ever before.

First cousin to the Columbia gillnetter is the Columbian type trolling boat, much similar in design but especially adapted to use in the rougher weather offshore and constructed for voyages of longer duration than the one-night jaunts of the river gillnet fishermen.

The first gillnet boats were smaller than the 26 to 29-footers of the present day, being from 21 to 25 feet in length. They were double-ended craft of about six to eight feet beam, drawing from 15 to 18 inches of water. In the old days sails provided the motive power. Originally, back in dim antiquity of the 1860s and 1870s, lug sails were reportedly most popular, but later the Columbia fishermen developed a peculiar rig somewhat different from sail plans of vessels anywhere else.

There was one mast, not more than 20 feet long and stepped in a ring in a thwart forward of amidships. It and the sails and rigging attached could be taken down easily, and were taken down during fishing operations.

The principal sail was a spritsail, hoisted upon a sprit that angled out aft from the mast, and upon a long boom, around 27 feet long, that projected out astern beyond the

boat. Usually this was the only sail carried, but with a fair wind a "stunsail" was hoisted - a triangular sail carried forward of the mast and very similar to the Genoa jib or spinnaker of modern yachts.

When wind failed, as it sometimes (if rarely) does on the Columbia, these old-timers took to the oars. Boats had two-man crews in those days, the fishermen and the boat puller. There were two sets of big oars. The boatpuller took the forward pair and rowed sitting down, facing the stern, while the "skipper" stood up in the stern and "pushed" with his oars, facing the boatpuller.

The old sailing type boats were good for one "drift" of the net each night, rarely more. But they continued in operation for many years, until the 19th century had given place to the 20th. Old-time residents of Astoria and other Columbia river towns often look nostalgically back toward those old days of wooden boats and iron men, when the Columbia during a salmon run would be a blue expanse dotted with hundreds and thousands of white sails of the fishing fleet - which then numbered close to 1,000 boats.

Gasoline came in with the new century. Although power-driven boats were used in other places before then, it was not until 1903 that the first gasoline-driven gillnet boat plied the river. As late as 1899 an article in an Astoria newspaper scoffed at the idea put forward by a visitor suggesting the use of gasoline engines in fishing boats to eliminate the need of a boatpuller and save the fishermen thousands of dollars annually in wages.

The noisy, smelly gasoline engines would scare away the salmon, declared the old fishermen as they stuck to their sails and oars, despite the occasional storms that would spread wreckage and death among the sail-driven fishing fleet.

Those first power-driven gillnet boats all carried four-hp engines. In design they were no different from the sailing boats. Some boats for a few years carried both sails and engines, but the two together took up too much room that was needed for fish and nets and there weren't very many of these combination craft.

Soon the use of power brought changes in the standard boat design. The boats grew in length up to a maximum of 26 feet, and

Evolution of the Columbia River Gillnetter (cont.)

added beam up to nine feet to accommodate larger nets that were coming into use and permit stowage of more fish. More flare was added to the bows to keep the boats from shipping too much water as they plunged over the short, steep choppy waves that prevail on the Columbia in a brisk northwester or southwester.

None of the gillnet boats, however, were built longer than 26 feet, due to maritime regulations that make that length the dividing line beyond which boats must carry side-lights. Too much work and extra expense

was all that the canny Finnish, Swedish and Norwegian gillnetters could see in carrying sidelights.

The double-enders were of two-man and one-man variety, depending on whether the fisherman fished alone or with a boatpuller. A small cabin just aft of amidships, housing and engine and the skipper, with perhaps a bunk for him to recline and a "Swede stove" for making coffee, distinguished the two-man from the one-man type. The latter had no cabin, but a small shelter far forward in the bows, sometimes augmented by a tent-like

extension on the shelter.

These boats all carried gasoline engines of from 5 to 8 or 10-hp with one and two cylinders and there was little speed competition among the fishermen.

But in the 1920s when the salmon runs began to show signs of dwindling on the Columbia there came a demand for speed. Fishermen began to want to get in an extra drift on a night when fishing was good. Revival of the Astoria Regatta with its races for fishboats enhanced the spirit of competition among the fishermen.

It was then that the square stern type of boat began to appear. The old double-enders were good only for chugging along at slow speed. Trying to speed them up with more powerful engines was largely wasted, as at higher speeds and sterns tended to suck down into the water and impede progress and efficiency.

Then all new gillnet boats being built on the river were square-stern craft, and the prediction was that soon the entire fleet would have to be square-stern as the old-type boat wouldn't be able to stay in competition.

These new boats are veritable yachts when compared to the sailing craft of years ago, or even to the double-enders. There is a tendency to increased size in the newer boats. They average 27 to 28 feet and a few are as long as 29 and 30 feet.

Flare of the bows has increased, if anything, as a boat battling through the choppy waves at high speeds needs plenty of flare if all on board are not to be continually standing in a shower of spray.

After the development of the 4-cylinder engines during the 1920s and 1930s, engine companies soon followed, during and after WWII, with 6 cylinder and V-8 Models with from 90 to 250 horsepower.

The more typical gillnet boats of today have V-8 Power with outdrives and either bow or stern hydraulic reels for retrieving and storing the net.

Editor - Jon Westerholm

Illustrations on pgs 18-19 by

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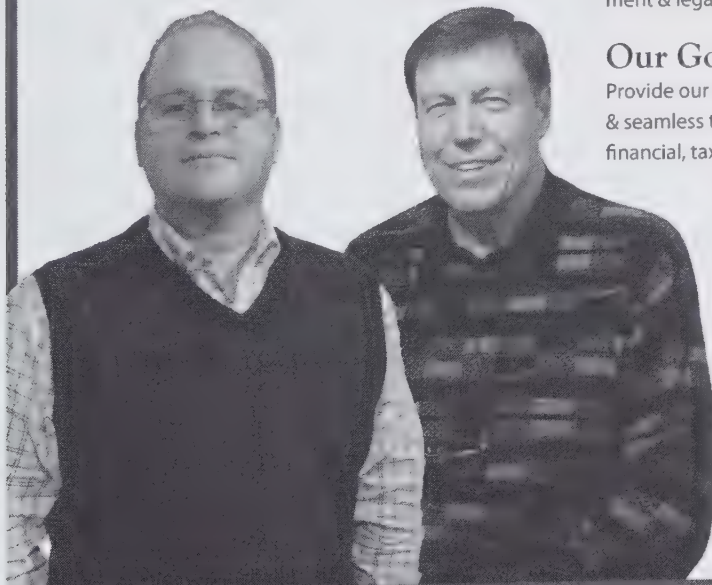


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Watercraft used in the Pacific Salmon Fisheries



1860 - 1910

Sailing Gillnet Boat

The double-ended sailing gillnet boat was brought to the Columbia in the mid-1800s from California's Sacramento River. The first boats were 22 to 24 feet long. Planked with Port Orford cedar, the boats had small side decks and a combing to keep out water, were rigged with a sprit sail, and crewed by two men. These boats were fished from the stern. Larger sailing versions of these boats were fished until 1952 in Bristol Bay, Alaska.

At the turn of the century more than 2,500 double-ended sailing gillnet boats fished the lower Columbia River. In 1989 not one boat remained anywhere on the river.

1900 - 1930

Double-ended Sailing Conversion

Beginning in the early 1900s many double-ended sailing gillnet boats were converted to power. The mast was removed and a small canvas cuddy or cabin placed forward. The propeller was enclosed in a metal cage to keep the net from being fouled. To aid in recovering the net, many boats were equipped with an unpowered wooden "skunk" roller on one forward side of the boat.

1910 - 1935

Double Ended Bow

Due to the chance of fouling the propeller and the need to protect the propeller, many of the double-ended sailing conversions moved the cabin aft to the stern of the boat. The net was fed over the side and pulled in forward, on one side of the boat.

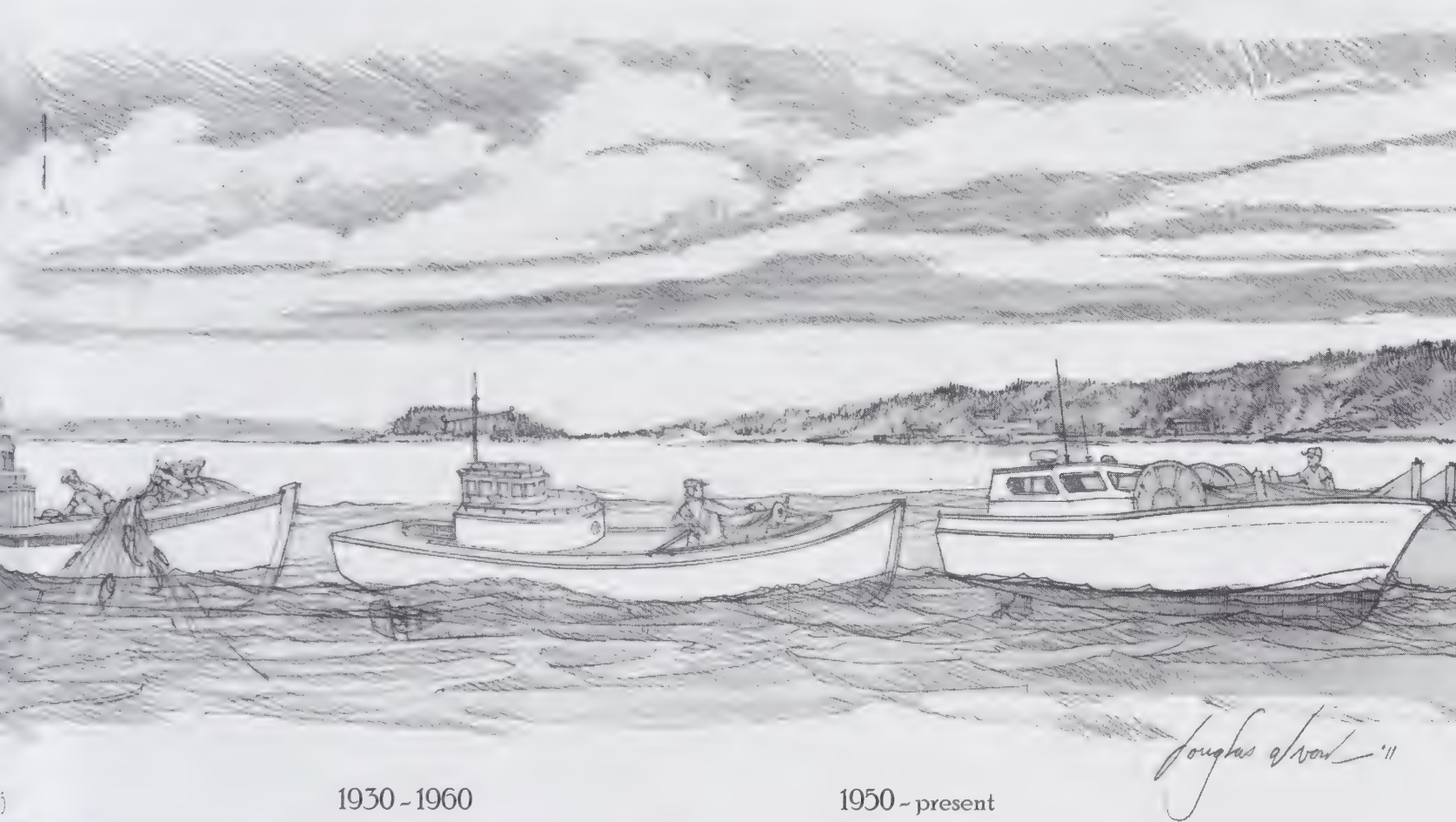
Astoria Railroad Depot

Imagine a fleet of double-ended sailing gillnet boats (the Butterfly Fleet). According to Sam Johnson, Executive Director of the Columbia River Maritime Museum, The Museum is restoring the Astoria Railroad Depot and will use it with the boats from the early 1900s. Once restored, the Depot will serve as a Center of the culture of the River.

The Depot Restoration Project needs your help. While more than half of the work is still needed. A small donation will help keep the gillnet boats on the river!

Please contact Sam at the Museum for more information. 503-325-2323

Columbia River Gillnetter



the chance of fouling the net in the need to protect the engine, double-ended gillnet boat converted the cabin aft to the rear of the net over the stern but side or the other of

the chance of fouling the net in the need to protect the engine, double-ended gillnet boat converted the cabin aft to the rear of the net over the stern but side or the other of

1930 - 1960

Transom-sterned Bow Picker

As engines became larger and more powerful the gillnetters were built larger, 26 to 28 feet long, with a transom stern. A larger cabin aft sheltered both the engine and crew. The net was fed out over the stern quarter and pulled in forward, over a powered roller attached to one side of the boat. These boats often had a second set of controls forward so the boat could be crewed by one person.

1950 ~ present

Reel Boats

In the 1950s the use of powered reels was introduced. Reels were located either forward or aft. The net was wound up on these reels and fed out and pulled in over a roller between large guides located directly in the bow or on the center of the transom of the boat. Sometimes the reels were divided into sections to allow a fisherman to rapidly switch net types. Reel boats range in length from 24 to 30 feet or more. Reel boats are now built of wood, fiberglass, or metal and used widely along the entire west coast of North America.

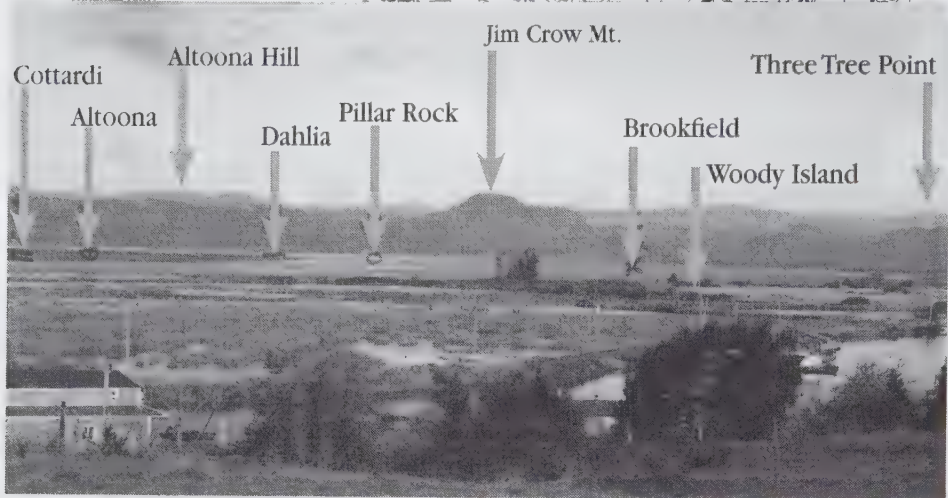
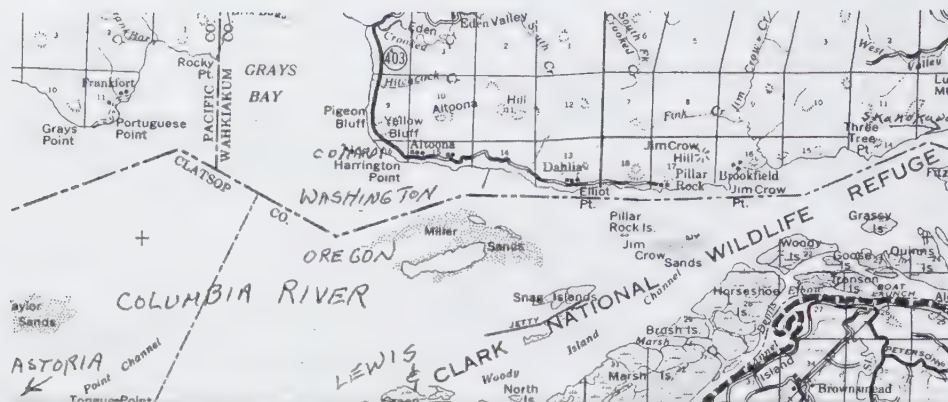
Boat Depot Restoration Project

...merly Fleet ?) sailing together on the Columbia once again. Is this possible? ... Columbia River Maritime museum, the answer is a solid YES! ... with the Clatsop Community College to build replica sailing gillnet boats ... Center of Traditional Maritime Skills and Trades, helping to preserve the maritime

...than half of the funding for the building restoration has been raised, your help is on the river!

...23

EARLY NORTH SHORE WASHINGTON FISHING VILLAGES



Svensen Point Photo by Jim Allen

Looking across the Columbia River, from south to north, on Svensen Point, toward Svensen Slough, Svensen Island and directly up Prairie Channel at Jim Crow Mountain, this view shows the location of the historic North Shore fishing villages and promontories.

Brookfield, Pillar Rock, Altona, Cottardi, Dahlia, Three Tree Point, Jim Crow Mountain, Eden Valley, Elliott Point, Pigeon Bluff, Jim Crow Creek, Herrington Point, Woody Island.

Small and obscure places along the Columbia River North Shore of Washington between Grays Bay and Skamokawa, but very important to the development of the fishing industry some 100 years ago and more.

How many of these historic names have we even heard of, let alone know anything about? Away from the more open water and tides of the lower estuary it was here that many of the early canneries were located. The Hume Brothers and Andrew Hapgood started it all in 1866 by establishing the first successful Columbia River Salmon Cannery at Eagle Cliff, above Puget Island.

It is easily determined by observing the map, that the initial narrowing down of this great river of the West between Jim Crow Point in Washington and Aldrich Point in Oregon, creates a funneling affect that made it more positive for harvest. The migrating Chinook Salmon, moving from ocean salt to river fresh water are beginning their journey in search of the very stream and location in this vast river system, in which they themselves were spawned some 4

years previously to carry on their own life cycle into the future.

Brookfield - 1873

Joe Megler and his recent bride Nellie Smith, were married this very year in North Brookfield, Massachusetts and immediately



Old Brookfield before 1931 fire

moved west to begin building their isolated cannery along the Columbia River just above Jim Crow Point at the mouth of Jim Crow Creek. They literally had to carve it out of the steep rocky hillside above the river, with docks and wharfs on piling over the water. His experiences earlier at Chinookville and Point Ellice, with the salteries were invaluable to him. This plus his tin smith training in New England made his new cannery at Brookfield a natural for the needed improvements to succeed.

From the Adriatic Sea in Eastern Europe, Megler was primarily responsible for starting a Slavic immigration of fishing people to the Columbia River in the 1880s and 1890s. A good share of these experienced fishermen got their start gillnetting salmon for the Brookfield Cannery. They came from Croatia and Dalmatia and the islands of VIS and Susak. Many people also came from Italy and Greece, in the Mediterranean, to fish the Columbia.

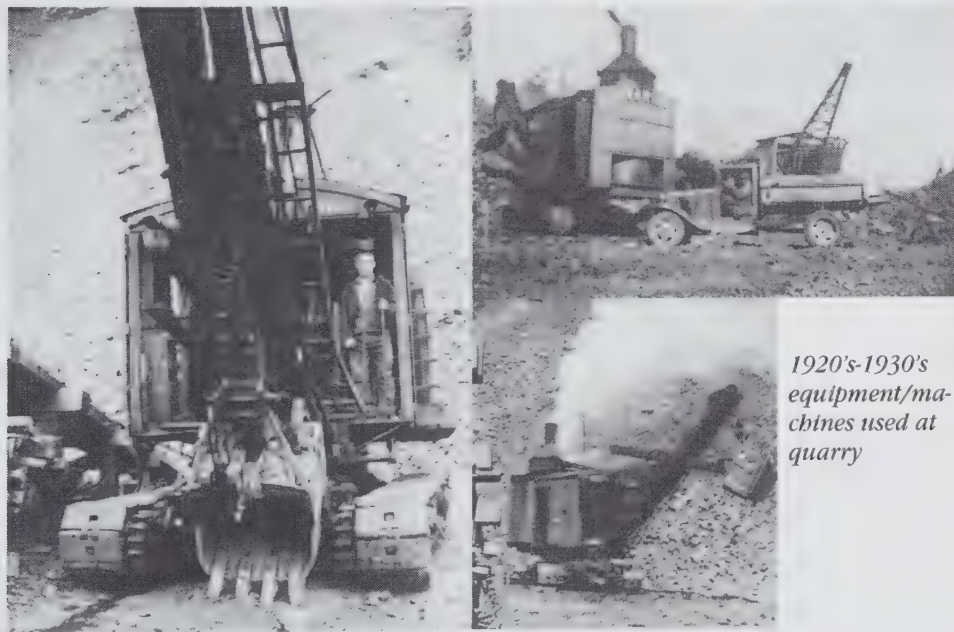
Joseph Megler was a very politically



EARLY NORTH SHORE WASHINGTON FISHING VILLAGES (cont.)



Victorian Megler Mansion Brookfield, Washington. Built in the 1890's



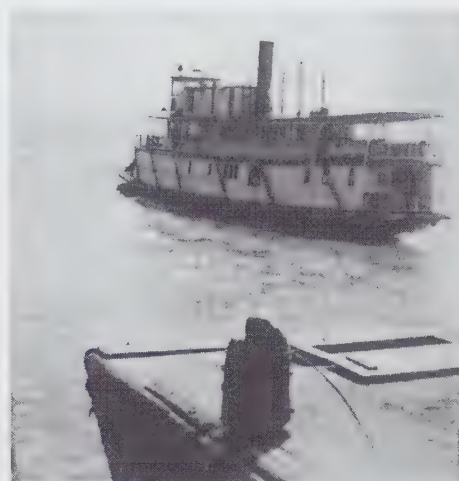
*1920's-1930's
equipment/machines used at
quarry*

inclined individual, finding from his cannery activities time to serve and travel in this connection. He was elected to and served in the first Washington State Legislature in 1889 until 1912 and was elected speaker of the House of Representatives in 1907. He died in 1915 at age 76. Nellie Megler resided the majority of her adult life in her Victorian mansion overlooking the cannery and Columbia River in Brookfield. She died

in 1930 just a year before the disastrous fire that destroyed the majority of the cannery buildings at the age of 82. There were no children.

The Brookfield Company

In 1916, the year following Joe Megler's death, Charles Larson obtained a mining



Boat used to move rock loaded barges

*Picture Credits: Shirley Mustonen, Youngs River
cont. on pg. 22*

EARLY NORTH SHORE WASHINGTON FISHING VILLAGES (cont.)

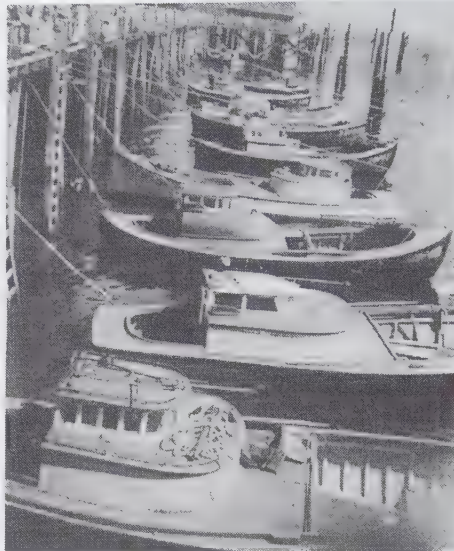
lease from the company and proceeded to set up a rock quarry just above the mouth of Jim Crow Creek.

The granite rock for many projects along the Columbia River came from this quarry, including large stones for repair of the jetties at the mouth of the river and rock for the paving of Highway 30 in Oregon.

After the fire destroyed the Brookfield Cannery in 1931, the quarry continued to operate. From this source of material the Brookfield Ready-Mix Rock and Concrete Company existed in Astoria for many years.

Pillar Rock – 1877

The remains of the old Pillar Rock Cannery and village, many buildings which are still standing today, are located not far below where Brookfield once stood and Jim



Gillnet Boats at Pillar Rock

Crow Point. Along this precipitous Columbia River North Coast line, and at the site of a previous British Hudson's Bay Company Saltery, is where the once thriving Pillar Rock Cannery was built.

The famous rock itself, that the village and cannery was named after, is located outside in the river. Here Lewis and Clark, after their long cross-country trip in 1805, declared "Ocean in View". Only really it was just the vast Columbia River Estuary they were seeing, not the Pacific.

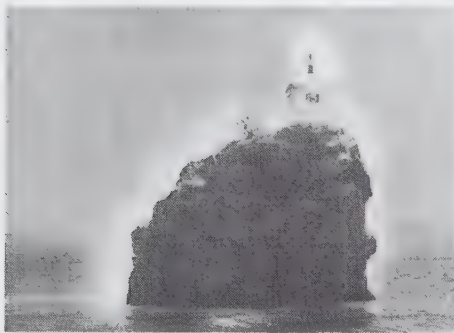
John Harrington started the establishment

of the cannery in 1877 and two years later received the financing and marketing know-how that he needed from Everding and Farrell of Portland to establish the Pillar Rock Packing Company. This lasted until 1930 when New England Fish Company, NEFCO, purchased it. The cannery ceased operations shortly after WWII but was operated as a receiving station in its final years later by Point Adams Packing Company, PAPCO.

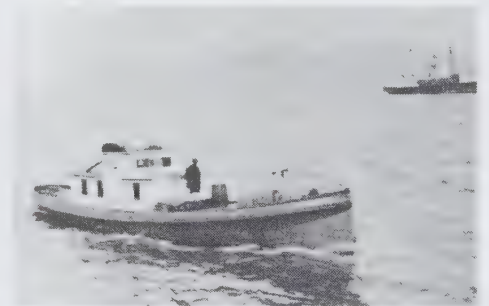
Altoona – 1902

The name Altoona comes from the German town of Altoona on the lower Elbe River near Hamburg in Germany either directly or more likely via Altoona, Pennsylvania here in the United States indirectly. A German immigrant, Hans Petersen who grew up on the Elbe River, settled there in 1891 when it was known as Hume's Station for its previous owner William Hume. He had established a salmon receiving station near an old Chinook Indian village to take advantage of the rich nearby Miller Sands fishing grounds.

By 1902, Hans Petersen, with his younger brother Anton, had procured and



Pillar Rock



Altoona I - Hans Peterson launch

started the organization of the Altoona Packing Company Cannery. With construction being completed the initial pack was in 1904. August Larson became cannery manager and maintained that position until his death in 1924.

Hans Petersen had acquired his first launch, The Altoona I, in 1901. This helped give him a good start in processing salmon for his young cannery. In 1910, Hans Petersen did an about face and left the Altoona Cannery to spend the rest of his days in Florence, Oregon.

In 1936 the Altoona Packing Company was sold to the C.R.P.A. combine of canneries. The combine had been organized in 1897, just after the Scandinavian fishermen, predominately cooperative minded Finns,



Fish Launch Man O War, Pillar Rock Cannery

EARLY NORTH SHORE WASHINGTON FISHING VILLAGES (cont.)

founded Union Fishermen's Cooperative Packing Company in Uniontown, Astoria. The remaining river piling of this company form the foundation for today's Cannery Pier Hotel, immediately downstream and under the Astoria-Megler Bridge.

Midway between Pillar Rock and Altoona was another landing and receiving station known as Dahlia or Elliott Landing. This was one of the last locations of the Tribal Chinook Indians.

Cottardi Station

In 1892 Italian Baptiste Cottardi homesteaded 93 acres below Harrington Point just a year after Hans Petersen had settled at Humes Station. The two locations were just a short distance apart and within easy sight of each other. Cottardi built a house and docks and with his son commenced gillnetting for salmon.

They started a small receiving station at their facility buying fish from fishermen and delivering them to Altoona. In 1907 they sold their station to the new combine on the river, C.R.P.A. This property then became known as Cottardi Station.

Antone Petersen, brother of Hans, became the first manager of Cottardi Station in 1907 until 1919. In 1920 until 1922, Hjalmer Thompson served as manager before he moved to Clifton to begin his lengthy storied 33 year career there. In late 1922 Carl (Charley) Hendrickson became manager until 1932. Carl's brother Evart was made manager in 1932 until 1936.

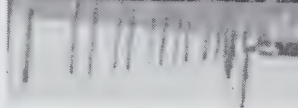
Eden Valley

The community of Eden lies in the Crooked Creek Valley, often times referred to as Eden Valley. Crooked Creek empties into Upper Grays Bay, near the mouth of Grays River.

Several farmsteads were established by early settlers along Eden Valley at the same time that the salmon canneries were started just over the hill to the Southwest. One trail existed from the South Fork Crooked Creek over the ridge to Jim Crow Creek by which enterprising farmers delivered milk, eggs and farm produce to Brookfield and Pillar Rock.

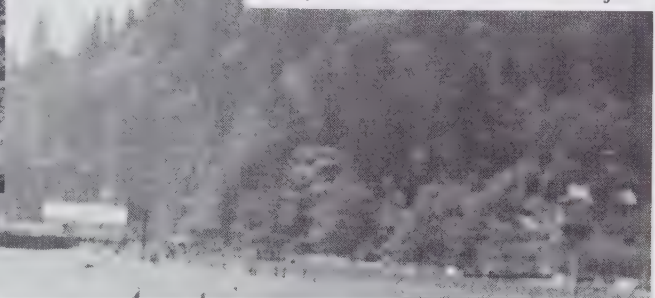


Looking up Lower Jim Crow Creek at 2 remaining docks and Gillnet Boats.



Cottardi

Looking downstream across mouth of Jim Crow Creek at old Brookfield

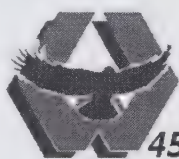


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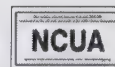
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Momentous Fish Recipes

Delightful Salmon Loaf – by Betty Bowers

1 egg
 ¾ cup milk
 1 cup soft bread crumbs
 1 lb. can salmon
 1 cup grated cheese

1 tsp grated green pepper
 1 tbsp. lemon juice
 ½ tsp celery salt
 juice of one garlic clove
 ½ cup buttered fine bread crumbs

Beat egg and milk together. Add soft bread crumbs. Flake salmon, removing bones and skin. Combine all ingredients. Place in greased casserole and top with buttered crumbs. Bake in a 350 degree oven for 30 minutes. Serve plain or with tomato sauce, egg sauce or caper sauce with shrimp.

Salmon Loaf – by Linda Takalo

1 lb can salmon
 2 eggs, beaten
 ½ cup milk

1 cup cracker crumbs
 onion salt, celery salt

Place salmon in mixing bowl and break into small pieces. Beat eggs and add milk. Put over salmon. Add cracker crumbs, one and celery salt. Mix and pour into 1 ½ quart greased casserole. Bake 45 min. at 350 degrees.

Salmon Loaf – My Lou Johnson

Soak 1 cup break crumbs in 1 cup scalded milk. Add 1 cup flaked salmon, 1 tsp. salt, 1 tbsp. butter, 1 tbsp. onion, 2 beaten egg yolks and 1 tsp. lemon juice. Fold in two beaten egg whites. Bake in greased dish at 350 degrees, 1 hour.

From Strictly Fish Cookbook
 N.W. Fishermen' Wives Assn.
 1988 Edition

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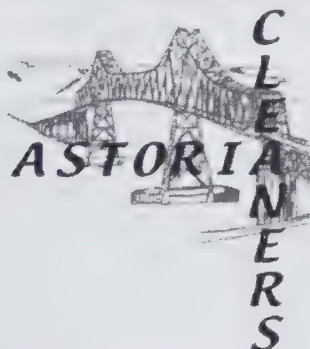
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and
Happy 90th Birthday Carlton Appelo**



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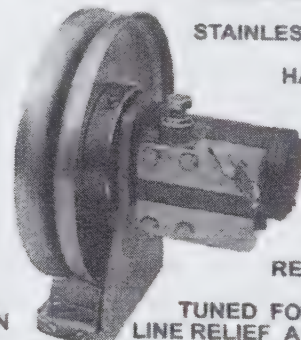


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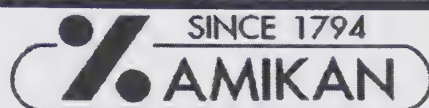
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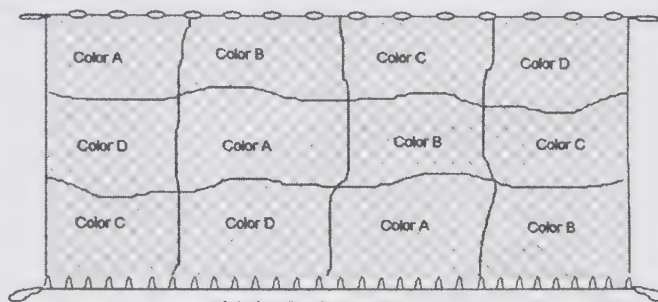
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Eugene E. Jack' Demase **Commercial Fisherman, 79**

Eugene E. "Jack" Demase, 79 of Astoria, died Saturday, Jan. 7, 2012, in Astoria, OR.

He was born Sept. 3, 1932, in Clifton, to Vince and Dolly tory Demase.

He was raised and attended schools in Clifton and Astoria. When he was a child, the family moved to Astoria. Mr. Demase gillnetted with his father and brother on the Columbia River. He commercial fished for many years with his brother on the Columbia and in Bristol Bay, Alaska, then bought his own boat and permit in 1972. He fished with his two sons on the Columbia and Bristol Bay, and also commercial crab fished. He retired in the 1990s.

Family members and his hobbies included duck and elk hunting.

He is survived by a son, Clarence John Demase of Warrenton; a brother, Clarence Vincent Demase of Svensen; a sister Marie Chestnut of Mesa, Ariz.; a best friend, Bill Hunsinger of Knappa; seven grandchildren; and several nieces and nephews.

He was preceded in death by a son, Steven Eugene Demase, in September 1989.

Mr. Demase requested that there be no service.

Memorial contributions may be given to Salmon For All, 10 39th St., No. 2-A, Astoria, OR 97103.

Caldwell's Luce-Layton Mortuary in Astoria is in charge of the arrangements.

Marvin J. Holland **Commercial Fisherman, 89**

Marvin John Holland, 89, lifelong resident of Cathlamet passed away January 17, 2012 at Community Home Health Hospice. He was born November 30, 1922 at the Holland family home on Puget Island to parent, John and Elise (Jensen) Holland. He attended school in Puget Island. He served in the United States Navy during WWII in the South Pacific. He married Ruth Smith on June 28, 1947; she preceded him in death in 2006. He was a commercial fisherman fishing in Bristol Bay, Cooks Inlet and Kodiak, Alaska until 1985. He fished the Columbia River for over sixty years. He enjoyed wood working in his shop and visiting friends. He and Ruth were snowbirds for many years enjoying their RV travel to Arizona and Mexico.

He is survived by a son, Larry Holland;

daughter, Linda Toste; sister Cora (Tom) Irving; four grandsons, Paul, Brian and Joe Toste and Chris Holland; one great grandson, Dennis Toste; several nieces and nephews. He was preceded in death by a sister Neva Brown and a grandson Kyle Holland in 2003. He was a member of the Columbia River Fisherman Protective Union, Elochoman Grange, Alaska Fisherman Union and the VFW. Memorial donations can be made to the Cathlamet First Aid Division Fire District, P.O. Box 142, Cathlamet, WA 98612. Celebration of Life Service is pending.

Dowling Funeral home is in charge of arrangements.

Captain Reino Mattila **Commercial Fisherman, 89**

Capt. Reino Mattila, 89, of Astoria, died on

Sunday, Nov. 27, 2011. He was born Feb. 18, 1922 in Tieton, Washington to Finnish immigrants, Alex and Hanna Mattila.

Capt. Mattila had a long and storied career as the Skipper of the M/V Salvage Chief.

In his early years, Reino spent time as a commercial fisherman with his father prior to answering the call to service during World War II. Initially serving in the US Coast Guard from 1942 to 1943, he then transferred to serve in the US Army Transportation Corps - Water Division, serving aboard US Army MIKI Tugs. After a trip to the Aleutians, he was sent from Seattle, WA as 2nd Mate of LT 214 to Charleston.

Cont. on pg. 29



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S>C> and then on to New York as 1st Mate where his tug joined a large convoy bound for Europe. Even though the convoy was disrupted by German U-Boat attack, the LT 214 arrived safely in Liverpool, England and Reino was soon promoted to Captain of the LT 214. During the June 6th, 1944 D-Day invasion, Reino and the LT 214 served off the coast of Normandy, France lightering troops from large transport ships to smaller awaiting landing craft prior to the final beach assault. At this time the LT 21 was also instrumental in towing ships damaged by German mines back to England and then towing Mulberry (artificial) harbors into place back in Normandy.

After the war, he remained in Europe making many trips towing in much needed supplies and towing out barges full of German munitions for settling in the North Sea. During this time, he met his wife, Hedy Wessels, who was working in the Harbor Master's office in Bremerhaven, Germany.

They quickly fell in love and soon after the birth of their daughter Shirley in 1948 in Bremerhaven, he returned with wife and child to Astoria. In 1950 his son, Reino was born. In 1952, after investigating an odd looking ship tied up at the port, he signed on as First Mate of the M/V Salvage Chief - a new type of marine salvage vessel that was specially designed by Fred Devine of Fred Devine Diving and Salvage Inc. After his first salvage mission to rescue the beached 441 foot - 10,000 ton Liberty Ship Yorkmar off a beach in Grays Harbor, Washington, Reino signed on as Captain. He remained in this position throughout his entire 50 year career with Salvage Chief until his retirement in 2002 at the impressive age of 80. Among the many milestones of his career including well over 200 successful marine salvage operations versus 3 losses, his crowning achievement was the successful removal of the oil tanker M/V Exxon Valdez from the Blight Reef in Valdez, Alaska. His last salvage job on the Salvage Chief was in 1999 when he and his crew pulled the wood chip barge MR CHIPS off the beach which, fittingly, had landed on the same beach where he began

his amazing career in 1952 when rescuing the Yorkmar.

When not at sea, he enjoyed spending time with his family, traveling, fishing, visiting with friends and relaxing at home while analyzing his Keno and Lottery numbers.

He died peacefully, surrounded by his family on Sunday, November 27th, 2011. He was preceded in death by his wife, Hedy Mattila.

He is survived by: Larry & Shirley Martin, Daughter/son-in-law Astoria, OR; Reino & Jacqueline Mattila, Son/daughter-in-law, Astoria, OR; Larry Jr. & Shani Martin, Grandson/Granddaughter-in-law, Beaverton, OR; Erik & Carrie Martin, Grandson/Granddaughter-in-law, Portland, OR; Kirk & Laurie Mattila, Grandson/Daughter-in-law, Sand Point, ID; Maureen & Kyle Murphy, Granddaughter/Grandson-in-law, Olympia WA; Reino & Brock Mattila, Grandson/Daughter-in-law, Tualatin, OR; Eli & Lindsay Anderson, Step Grandson/daughter-in-law, Sacramento, CA; and 6 Great Grandchildren.

He was a lifetime member in good standing of the American Legion, The Finnish Brotherhood, the Astoria elks, the Masonic lodge and the Shriner's.

There will be a visitation at Hughes Ransom, Sunday, December 4th, from 12:00 to 5:00 PM.

A graveside service will be conducted at Ocean View Cemetery on Tuesday, December 6th, 2011 at 1:00 PM followed by a celebration of life at Soumi Hall at 2:30 pm.

Memorial contributions may be made to the Shriner's Children's Hospital, the Wounded Warriors Project, or the Clatsop County Animal Shelter.

Donald Lavern Bartlett Astoria Business Owner, 82

Donald Lavern Bartlett, 82 of Knappa, died Tuesday, Nov. 8, 2011, in Astoria.

He was born April 16, 1929, in Astoria, to Samuel Leo and Sarah Helen (McDonough) Bartlett.

Raised on his parents' chicken farm in Svensen, he graduated from Knappa High School in 1947. He served in the Oregon National Guard for eight years.

On Sept. 25, 1948, he married Carolyn Allen in Brownsmead. She survives, residing in Knappa.

Mr. Bartlett worked at Bradwood Lumber Co. for six years as a blacksmith and mechanic. He then worked for local logging companies, mink ranches and heavy equipment companies in the area. He later owned and operated his own company, Bartlett Equipment Repair in Astoria, for 25 years, retiring in 1993.

He was one of the founders of the Knappa Svensen Burnside Fire Department, and served on the Knappa School Board, Astoria Rescue Mission, Knappa Water Company and Boy Scouts



Harriett R. Kirker Astoria Resident, 96

Harriett R. Kirker, 96, of Astoria, died Saturday, Nov. 5, 2011, in Astoria.

She was born Nov. 3, 1915, in Altoona, Wash., to Samuel L. and Sarah (McDonough) Bartlett.

When she was 8 years old, the family moved to Svensen. She attended schools in Knappa and graduated from Knappa high School in 1933.

She married Lester A. Normand. He preceded her in death in 1960. After marrying, the couple lived in Elsie.

In 1964, she married James Kirker. He preceded her in death in 1983. The couple moved to Seaside.

Mrs. Kirker was a homemaker, and worked as a bookkeeper at Wilson logging Co. and at the Seaside Convalescent Center. After 1983, she lived in Astoria, Salem, Chinook, Wash., then back to Astoria.

Family members said she was an accomplished seamstress.

She is survived by two sons and daughters-



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in-law, Arthur B. and Julia Normand of Houston, Alaska, and Larry H. and Avelia Normand of Chinook; four grandchildren, Arthur B. Normand and his wife Sherri of Anchorage, Alaska, Beth Normand of Seattle, Adrienne Efrin and her husband, James of Battleground, Wash., and Samuel Normand and his wife, Genice of Warrenton; a sister, Laura Long of Salem; a sister-in-law, Carolyn Bartlett of Knappa; three great-grandchildren; and numerous nieces and nephews.

A private gathering will be held at a later date. Private interment was held at Greenwood Cemetery in Astoria.

Memorial contributions may be given to Clatsop Care Center, 646 16th St., Astoria, OR 97103.

Caldwell's Luce-Layton mortuary in Astoria is in charge of the arrangements. An online guest book can be signed at www.caldwellsmortuary.com.

**Norman Conrad Sagen
Commercial Fisherman, 84**

Norman Conrad Sagen, 84, of Mesa, Arizona and Astoria, Oregon died peacefully in his sleep at his home on Monday April 9, 2012. Born November 18, 1928 in Astoria, the son of the Chris and Helga Sagen, Norman went to school and spent most of his life there, including playing football with the Astoria high school fishermen. Norman joined the National Guard Army in 1951, and fought in the Korean War. As Sergeant, he was named Team Leader of his 45th Infantry, 3rd Battalion, Platoon and later received the Bronze Star medal for his leadership efforts in connection with the battles which took place in the area known as Pork Chop Hill. He was a lifetime member of the American Legion in Astoria Oregon.

After the war, Norman returned to Astoria and married Katherine M. Tarabochia, with whom he had four daughters. During his marriage to Katherine, Norman was a commercial fisherman for years on the vessel Tralce before joining the Astoria Plywood Corporation where he worked until his retirement in 1991. Katherine Sagen passed away in 1992 after 38 years of marriage to Norman.

After Katherine's death, Norman started to spend his winters in Mesa, Arizona, always returning to Astoria for the summer. In Mesa, Norman met Louise Barr, to whom he was married in 2003. Louise Barr Sagen passed away in 2008.

Norman is remembered lovingly by all his family and friends as a kind, gracious and good man, with a strong Norwegian work ethic, and a belief in honesty, goodness and fair play. As Norman said, "As long as you are honorable and honest, everything will be okay." Norman exemplified those traits. Norman loved travel, sports, clam digging, Internet surfing, and was an avid college

football watcher, with a particular enthusiasm for the Oregon Ducks.

Norman is survived by his sister, Mars Ardis V. Derum, of Sherwood, Oregon, and three daughters: Karen M. Barnum and husband Gary Barnum of Lake Oswego, Oregon; Susan W. Miner and husband Michael Miner of Hagerstown, Maryland; and Janice KI. Sagen of Everett Washington. Norman lost a fourth daughter, Nancy as an infant. Norman was the Grandfather of 15 grandchildren and Great Grandfather of 12.

Norman was a loving Husband, Father and Grandfather will be truly missed by his family and friends.

A celebration of Norman's life will be held in the early summer, which will be separately announced.

Condolences may be sent by email to jksagen@aol.com, Karenbarnum@gmail.com or grannywinnie@aol.com, or by mail c/o Karen Barnum, 4153 West Bay Road, Lake Oswego, Oregon 97035.

The family has suggested that, in lieu of flowers, contributions may be made in his name to the Deep Sea Fishermen's Benefit Fund Incorporated, PO Box 1062, Warrenton, OR 97146, Salmon for All, Inc., PO Box 56, Astoria, OR 97103, or the Oregon Humane Society, PO Box 11364, Portland, OR 97211-0364, www.oregonhumane.org.



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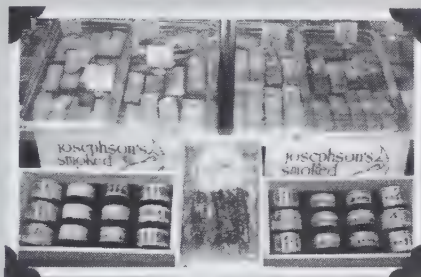
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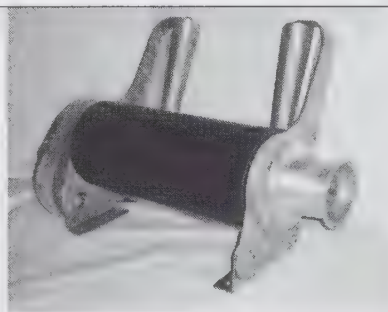
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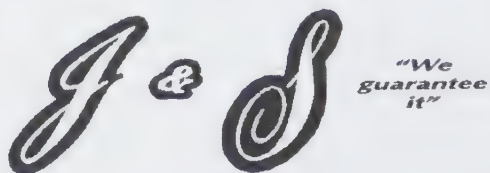
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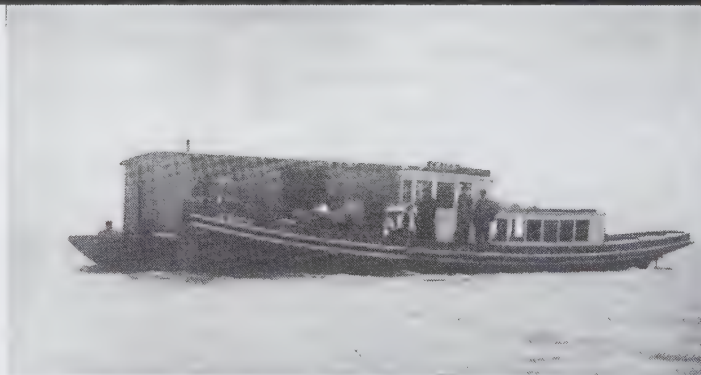
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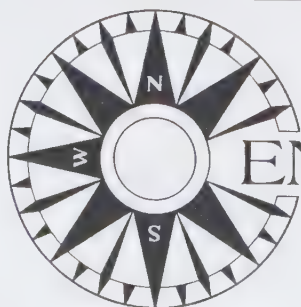
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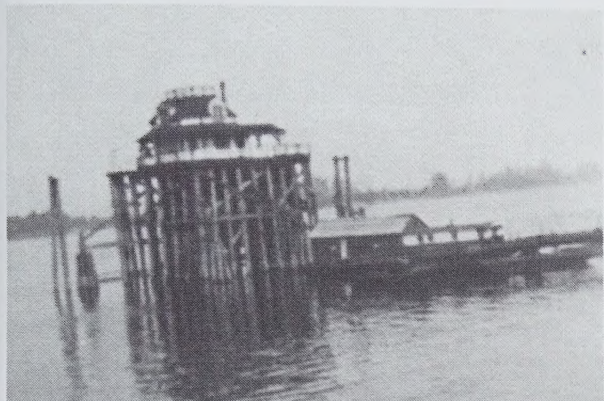


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Mystery Photos I.D. from the past

Summer 2011 issue



This is another photo of the Desdemona Light,,
from the Gillnetter 1997

We received two communications on the Mystery Photos since the last edition.

Clarence Demase and one unidentified phone caller correctly identified the Desdemona Lighthouse construction.

The Desdemona Light and its History

Many of the spits and sand bars at the mouth of the Columbia River have been named for ships that have stranded on them. The American bark Desdemona was one of these unlucky ships. She left her bones there on New Year's Day in 1857.

The Desdemona was one of the most familiar ships in the coasting trade and one of the most dependable. She was built at Jonesboro, Maine in 1845, and had been operating out on the Columbia River since 1851.

Captain Francis Williams waited at the bar for a pilot boat, but it never came. He decided to take the ship in himself.

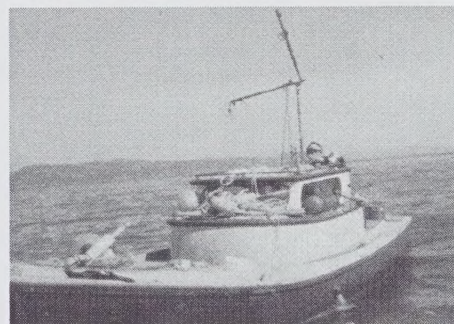
Before a hearing involving the loss of his ship, Captain Williams claimed that the wreck was caused by the absence of the lower bar buoy which was reported missing from position when the Desdemona was inbound.

This shoal was named Desdemona Sands. It runs East to West for about 3 miles in the middle of the Lower Columbia River between Fort Columbia on the Washington side and Hammond, Oregon on the south side of the river. The lighthouse built to replace the abandoned Point Adams station stood on piles at the shoal's West end inside the mouth of the Columbia River. It had a light on top and a fog horn pointed towards the bar. The light was turned on Christmas Eve of 1902. There were lighthouse keepers until October 23, 1934, when they were discontinued.

During all the years there was gillnetting on both sides of the lighthouse. Gillnet boats would tie to the pilings and wait for the tide. Many a gillnetter got his net caught on these pilings while drifting up the river or down on the flood or ebb - mostly on the flood. Drifting up the river you could never tell which way you were going to go until the last minute. Many a time I picked my net from the wrong end as did many other gillnetters, especially greenhorns - those new to the game.

Pacific Graveyard by James A. Gibbs, 1964, Oregon Lighthouses by Sharlene and Ted Nelson 1939, Columbia River Gillnetter, 1999.

The other photo is Ross Lindstrom and his gillnet boat that many people identified.



Mystery Photo



Contact the Editor at:
PO Box 627, Astoria
503-325-2702

Can you identify this location on
the river? The dock? The boats?
and their owners?

Send your ID's and thoughts to
The Gillnetter -503-325-2702



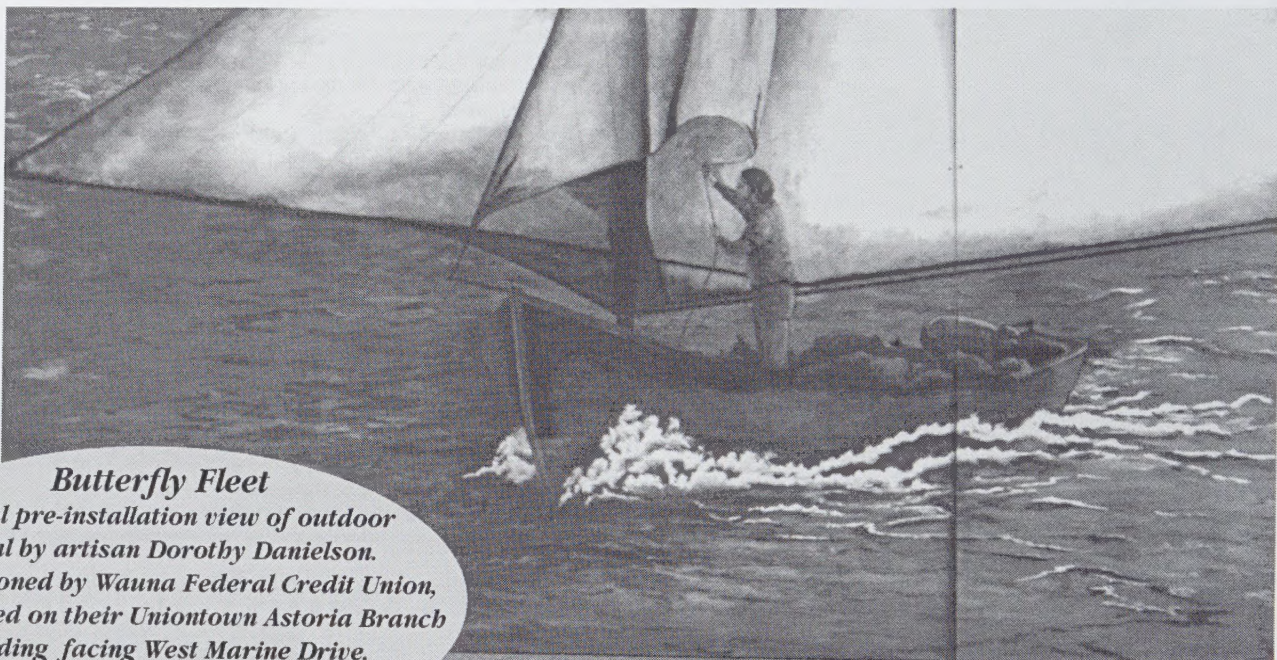
Cold Decks of logs at Pier One Port of Astoria, just waiting for a ship.



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Butterfly Fleet

Partial pre-installation view of outdoor mural by artisan Dorothy Danielson.

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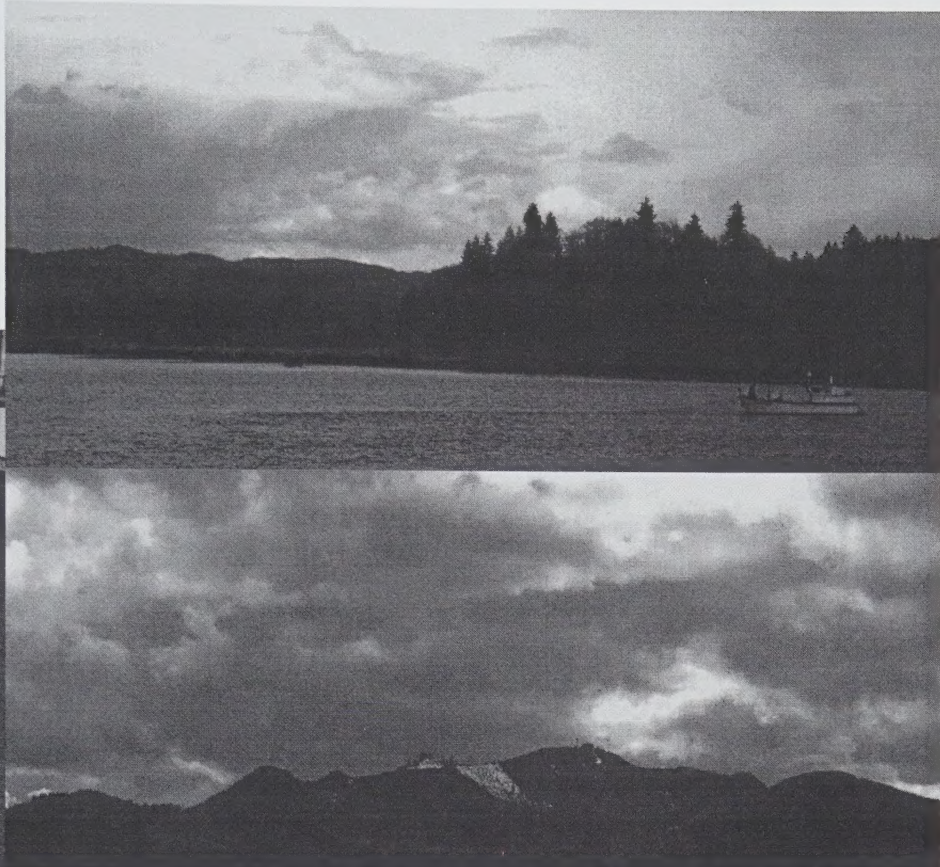
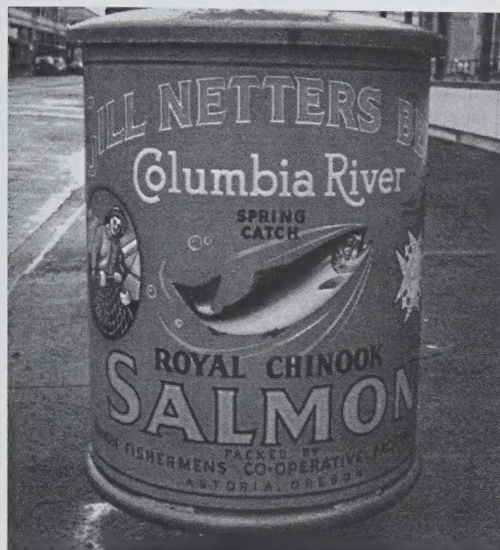
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 OF THE WIND & TIDES
 & AS SUCH IT WAS A VERY
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 DID NOT ALWAYS COME BACK-
 THESE PREDOMINATELY SCANDINAVIAN
 FISHERMEN & WOMEN PREFERRED
 USING GILLNETS • WHICH THE FISH
 SWAM INTO & GOT HUNG UP THERE
 WERE DAY FISHERIES & NIGHT FISHERIES-
 THE NIGHT ONES WERE LIKED AS THE
 FISH HAD A DIFFICULT TIME SEEING
 THE NET, SINCE THEY HAD BEEN KNOWN
 TO SWIM ALONG SIDE OR GO AROUND-
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*Blind Slough Gnat Creek water from
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All Photos by Jim Allen

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- Surimi
- Swordfish
- Tilapia
- Trout
- Warm Water Shrimp
- Yellowfin Tuna





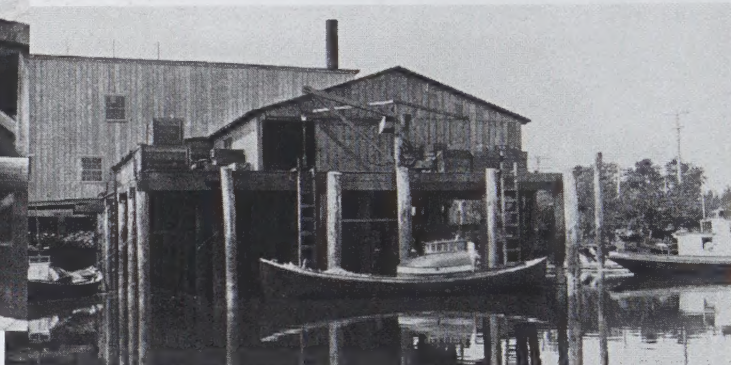
Oliver Dunsmoor - Prairie Channel



Ike Puustinen - Svensen Slough



Sam Bartlett and daughter Harriett- Svensen Slough Net Rack



Charlie Holman- Warrenton



*Gil Fowler
"Picking Up"
Kelso*

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**Takalo - Blair Family
Rosburg - Eden Valley**



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